

The Making of Havant



WW2 pillbox at the junction of Horndean Road and Emsworth Common Road.

Volume 5 of 5

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The King's Stone, Horndean Road, Rowlands Castle, is inscribed: *Here on 22 May 1944 His Majesty King George VI reviewed and bade God speed to his troops about to embark for the invasion and liberation of Europe. Deo Gratia.*



Wreaths laid at the unveiling of the War Memorial, 30 September 1922.

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Most of the articles contained in these five *The Making of Havant* booklets are the original work of the Havant Local History Group, which were written in the late 1970s. They have been edited by Ralph Cousins and John Pile and have only been amended where further information has become available or where landmark locations have changed.

Our grateful thanks should be extended to the members of the group for their hard work in putting together this reminder of Havant's past history.

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Havant railwaymen who 'did their bit' in WW1 and who were lucky enough to survive.



The seven servicemen in this group would certainly have enjoyed a pint in the Six Bells.

The Two World Wars – Their Impact on Havant

The First World War, (The Great War), WW1, 1914–1918

During WW1 the residents of Havant suffered the same privations as those of the rest of the country. There was no rationing as was known in WW2. News would go round that, say, margarine would be available at a certain time in a certain shop, and a long queue would form. Mothers and housewives stood for hours. People gathered foxgloves for digitalis to supplement medical supplies. Horses were commandeered for army use, causing great difficulty to the owners who were deprived of their services. Here, as elsewhere, young men were eager to volunteer; it was a stigma to be out of uniform without an adequate reason.

Militia

The *Hampshire Telegraph* of 18 June 1915 reported: *Recruiting office opened 12 East Street for Second Battalion of Hampshire Regiment by the Mayor of Portsmouth.*

The Local Territorials, the Sixth Battalion (Duke of Connaught's Own) Hampshire Regiment was posted to India and later to France.

Air Raids

There were no air raids. A German Zeppelin passed over the centre of the town during one night. The water and gas works were guarded by local volunteers, men who were medically unfit, elderly, or who were exempted from active service by the nature of their occupations.

Langstone Towers Auxiliary Military Hospital

Langstone Towers is situated in Langstone High Street and the building is easily identified by its dome.

During the war it was used as an auxiliary military hospital and the following is taken from the official report of Voluntary Aid Organization, Hampshire, of the British Red Cross Society and St John's Ambulance Brigade:

Messrs Stent kindly lent their house, Langstone Towers, Havant to be used as a Red Cross Hospital, which was opened on the 8 December 1914 with 30 beds; this number being afterwards increased to 46. Mrs Paxton was appointed as Commandant, Dr Stewart Norman Physician, Dr Burford Norman Surgeon, Drs

Gedge and Levick as Medical Officers and Mr CS Davies Pharmacist. A total of 1,430 patients were treated and 125 operations performed. The hospital specialised in massage and electrical Treatment. The Hospital was closed on the 31 January 1919.

It was on the 23 November 1914 that the commandant was notified by the secretary of the British Red Cross Society that the offer of Langstone Towers had been approved by the War Office.

The register of patients kept at the time is still extant. It is a large volume, specially embossed with the words 'Register of Patients, Langstone Towers, Havant.'

The official report states that 1,430 patients received treatment. The register records 1,431; the last case was a gunner in the Royal Garrison Artillery suffering from lumbago. The highest rank of client recorded was sergeant. The first entry to bed No 1 was on 8 December 1914 with pleurisy.

The records shed some light on the progress of the war; the very early cases were frost-bitten feet followed largely by influenza, pneumonia, tonsillitis, laryngitis and the like. The first bullet wound case 29 December 1914, the first nervous shock case 14 April 1915, and the first gas-poisoning 12 May 1915. The majority of patients were suffering from gun-shot wounds. A group of 22 French 'soldats' was admitted in December 1914, all with bullet wounds. Their records were with the Salvation Army, Cologne. Gas cases predominated from late 1916 until March 1918.

There were a few cases of malaria, and, of the 27 patients admitted after the cease fire, 17 were suffering from this complaint.

During the whole time not one life was lost.

During the last 18 months of the hospital's existence patients were instructed in fancy work and basket making. Every fourth piece of work was given to the maker, the rest sold to pay for materials used.

The staffing was on an entirely voluntary basis with the exception of two trained nursing sisters, with an average of 45 members of the Havant Voluntary Aid Detachment (Hants 22), (VAD) who served with their commandant, Mrs LC Paxton, and quartermaster, Miss Norah Lewis. Thirty-six business men acted as night orderlies. The masseuse, Miss K Wilder, was engaged in 1917 and there were 3,855 treatments given to 164 cases with very good results.



Nursing staff and patients at the Langstone Towers Red Cross Military Hospital.

On one occasion, one of the rare extraordinarily high tides occurred and flooded Langstone High Street, marooning the hospital. Nothing daunted, the able-bodied men in the village (there were very few – most were away on active service) turned out and gave a pig-a-back 'ferry' service through the floods for the VADs arriving for duty and for those returning, amid much merriment on the part of nurses and patients alike.

The VAD Organisation official report for Hampshire records: Total of Donations – £1,998 18s. 8d. (£1,998.93); Army Grant – £6,137 0s. 11d. (£6,137.04). Average cost per patient was 3s. 8d. (18p) per day in 1915 and rose to 5s. 7½d. (28p) by 1919. The local residents were very generous in their giving.

The *Hampshire Telegraph* of 1 January 1915 records:

Large Christmas Tree, four presents for each of the 30 soldiers (including 13 Belgians), turkey, fruit and other luxuries for lunch and evening concert and of 5 February 1915: An entertainment was given at the Empire Theatre, Havant, in aid of the Langstone Towers Hospital by the 'White Eyed Kaffirs' from Emsworth. A film was shown on the bioscope in the interval.

A dance took place on 19 February 1919 at the town hall, to celebrate the closing of the hospital. It was arranged by VAD (Hants 22) staff and orderlies.

Acknowledgement from Authority

The original certificate from the Army Council is still in the Red Cross papers. It reads:

This Certificate is presented by the Army Council as a permanent record of their thanks, to be placed in the building which has been known and used as the Langstone Towers Auxiliary Hospital for British Sick and Wounded during the Great War 1914–1919.

SIGNED – WINSTON S CHURCHILL

The War Office,
London. August 1920

Jessamine House

Jessamine House was situated in North Street. A previous owner and occupier, at the turn of the century, was Charles Richard Jones. The house was so named after the beautiful white Jessamine which covered the front of the premises and, when in bloom, scented most of the street.

To maintain the organization set up at Langstone Towers, the VAD took over Jessamine House in 1919, not only as its headquarters, but as a club for members and friends. The objects of the club were:

To enable members to receive and maintain friendships formed during the war and to promote good fellowship amongst the residents of Havant and district by means of social gatherings for instruction and amusement.

The club was formally opened by Lady Fitzwygram on 8 May 1919. The massage hut and all its equipment was removed from Langstone Towers and placed in the garden, and the masseuse, Miss Wilder, attended daily and continued her good work. There were 180 lady members, Mrs Paxton was president.

Waldron House – Soldiers' Institute

On the outbreak of WW1 about 1,700 men of the Oxfordshire and Buckinghamshire Light Infantry and the Leicestershire Regiment were stationed on Portsdown Hill for training. As there were no facilities for recreation or comforts of any kind, the VAD raised funds and furnished Waldron House as an institute, with Miss Austin as honorary secretary.

Waldron House, East Street, is now named Kingsway House. It was previously Miss Simmons' school. It was opened as a rest room on 28 September 1914. The building was converted to contain a recreation room, where stationery was free, two bathrooms, a cloakroom and toilet. Refreshments were provided at a small charge, and food brought by men was cooked free of charge. The bathrooms were much appreciated, and upwards of 40 baths per day were taken. VAD members were on rota duty daily from 2.30pm to 9.00pm. The institute was kept open until 31 October 1915.

A minute reads:

In consequence of the removal of the troops from Portsdown Hill and the neighbourhood, the need, has, to a very considerable extent ceased and therefore it has been decided to close the institute.

Havant War Memorial Hospital

As a direct result of the Langstone Towers Auxiliary Hospital, and to continue the organization maintained at Jessamine House, the Havant War Memorial Hospital was built.

The following is a certificate which reads:

The Havant War Memorial Hospital has been erected by the united efforts of men and women in the district as a memorial of the services and sufferings of the relations and friends during the Great War, and to continue the good work begun at the Langstone Towers Auxiliary Hospital, the equipment of which has been transferred to the present building.

Signed: Lucy C Paxton. Commandant, Hants 22 VAD

The Town Memorial

The town memorial at the crossroads outside of St Faith's Church records the names of those who gave their lives in the war, and was unveiled by the Member of Parliament, Sir John Davidson. The dedication was by the rector of St Faith's, the Reverend HN Rodgers with the Reverend ET Kirby representing the Free Churches. The choir was composed of members of the United Churches.

The Second World War, WW2.

Havant was the same as every other part of the United Kingdom in respect of the Statutory Regulations and Orders imposed on the country. However, it was

different from some areas because of its proximity to Portsmouth, and, later in the war, because the district was used in preparation for D-Day. Havant was, therefore, a restricted zone, and permits were required for inhabitants to leave the area or for visitors to come into it. Havant was neither an evacuation nor a reception area.

Air Raid Precautions – Known as ARP

In January 1939 the ARP committee of the council recommended that the engineer be instructed to prepare a report and estimate of the cost of adapting the archway under Park Road North as the depot for the executive and intelligence officers. This tunnel connected the old isolation hospital grounds, [now a retail park] to the park. It was adapted to contain the headquarters of the ARP, civil defence services, wardens, heavy and light rescue, ambulance, first aid parties and casualty service were all administered by the defence and were based at St Faith's church hall in The Pallant. A council minute of 31 December 1938 reports the number of volunteers for civil defence duties as 1,002 at that time, and by April 1939 the total was 1,195. As Havant was close to Portsmouth a group controller in naval co-ordinated areas, i.e. areas around the Portsmouth naval base, had to be appointed from active defence services and the appointment was given to Commander GFL Marx RN.

Rear-Admiral KEL Creighton, the chief warden, was the chairman of the ARP committee, his assistant was Mr LCM Paxton at a salary £250 per annum. Also appointed were a technical architect and engineering assistant at £300 per annum and one clerk only at £3 per week.

Shelters

In May 1939 the number of air raid shelters required for the district (i.e. Havant and Hayling Island) was estimated at 6,000. The council agreed to erect seven concrete shelters in the park accommodating 350 persons each, and six steel shelters in Homewell for 300 persons each.

In October 1939 the accepted tender for 36 public shelters was £6,123 7s. 6d. (£6,123.37½) and 15 wardens' posts £745 7s. 6d. (£745.37½). These were for the area controlled by the council. Nearly all items on the agendas of the ARP committee in 1940 dealt with shelters. Brick built shelters were being erected throughout 1940 at a cost ranging from £159 to £209 each.

In May 1941 it was minuted:

The public shelters were generally satisfactorily clean and wholesome in every way. No doubt this is contributed to by infrequent use.

In April 1941 it was agreed that no further building of public shelters was required in Havant, but in August 1941 the government instructed that all public shelters built without reinforcement in the walls must be strengthened. This work was completed by May 1942. Gas masks were issued in 1938 in the drill hall in West Street, where trained volunteers worked day and night. Here and throughout the area some 21,000 respirators were distributed in 24 hours.

Free Domestic Shelters

As elsewhere throughout in country, Anderson shelters for outdoor use and Morrison table shelters for indoor use were provided. The Anderson shelters were sunk into the ground 3ft 6in (1m) and because of the high water table waterproofed concrete bases and sides were found to be necessary. A sample batch was waterproofed at an average cost of £4 13s. 0d. (£4.65) per shelter.

Up to October 1941 there were 4,088 Anderson shelters erected and 990 domestic brick but, no doubt, many more later. By July 1944 the total of Morrison shelters had reached 634. In July 1945 shelters were being disposed of; Anderson [which made good garden sheds and compost bins of which many are still in use] at £1 each and Morrison at £1. 10s. 0d. (£1.50) each. Domestic brick shelters could be sold to owners at £2 each.

Restaurants and Canteens – The British Restaurant

In common with all towns Havant had a British Restaurant; this was in Park Way and consisted of two Nissen huts. One hut provided accommodation for 190 people and the other was used as a kitchen, its estimated cost was £3,300. The estimated number of midday meals provided was 400. The site is now occupied by the Kentucky Fried Chicken restaurant. Construction commenced 16 February 1942 and was completed in about four weeks. The opening was on 22 April 1942. The hours were 9.30am to 4.30pm with midday meals served from 11.45am to 2pm and light refreshments during the remaining hours. The manageress was Miss Mary Stott at a salary of £3 10s. 0d. (£3.50) per week. Vegetables were grown on surplus land. Meals were always of an excellent standard especially the green salad. The official opening was 15 May 1942 by Lt

Cmdr Ralph Richardson RNVR of HMS *Daedalus*, Bedhampton, in the presence of a fairly large company.

As an indication of meals supplied, those for the 12 months ending 14 May 1943 were:

Main Meals 64,007, Beverages 108,430. Subsidiary 19,387. Soup 8,440. Teas 20,314, Sweets 68,760.

Average number of children's meals 500 per month. Also as an indication of wages paid the cook received 1s. 3d. (6p) per hour in September 1943, increased to 1s. 5d. (7p) a year later.

Early in 1944 the restaurant closed at 2pm on Saturdays in February, March and April to allow staff to have one half day off per week. In July 1944 it was agreed to allow meetings to be held in the restaurant, and screens were provided to seal off the counter, pay office and kitchens at a cost of £26.

Services Canteen

A canteen for all service people in uniform (but not civil defence) was in the Congregational, now the United Reformed Church Hall, Elm Lane. It consisted of a recreation room and canteen, and was manned by lady volunteers from all churches. About the time of D-Day when the town was full of troops, 1,000 cups of tea were served between 5pm and 10pm on one occasion.

For troops stationed in Carrell's yard, where there were no mess facilities, the mess and cookhouse were in the old Empire Cinema building in North Street. The mess was in the hall and the cookhouse in the yard at the rear.

The food office was in Fairfield Terrace and, in the charge of Miss Dorothy Ellis, rationing was well organised. The owner of a grocer's shop, until recently in North Street, said to the writer: *Havant came through the war with a good character. People said they always had their share.*

Fuel Rationing

The fuel officer was Mr AW Thompson. His office in the early days was in Fairfield Terrace but was later transferred to Waterloo House at the corner of Waterloo Road and North Street. The site is now occupied by an office block.

British Red Cross Society

During the war the society had an office in No 46 North Street. The society was responsible for welfare, the homeless, reception of refugees, emergency catering, etc. It liaised with the civil defence services. The work of the BRCS (Hants 22) Detachment is in a separate article.

Civil Defence First Aid Post



Civil defence personnel at St Faith's church hall, 1944.

The Havant ambulance, first aid post and casualty service were administered by the civil defence, and based at St Faith's church hall in The Pallant. It was set up on 10 September 1939, and manned continuously day and night from 7pm on 1 October 1939 to midnight 31 December 1944. Personnel went into action during heavy air raids in the district about ten times and on numerous other occasions. Ambulances and staff were based at No 9 Fairfield Terrace from June 1943 to February 1945. Dr MS Dewhurst was the medical officer and Mrs Mary Dewhurst commandant of the first aid post. Drs Nash, Gilbert and J Dewhurst were assistant medical officers, with Miss G Price-Smith ambulance officer and Mr H Hazell leader of the first aid parties. In addition to treating air raid, military and (non-war), civilian cases which in all totalled 512, a scabies clinic was held twice a week, at which 500 cases were treated. The first aid post anti-gas decontamination departments with showers etc. were particularly suitable for dealing with the treatment of scabies.

The fleet of ambulances based at the first aid post consisted of three vehicles plus 16 private cars. Amongst these was a Bentley, which had been converted from a private car owned and donated by a Hampshire lady; it was the pride and joy of the ambulance drivers, all of whom were women volunteers.

During the early days of D-Day preparations, a group of commandos arrived in Havant, secretly, swiftly and silently, and were billeted for two days in Beechworth and Grove Roads. They brought with them folding bicycles, camouflaged uniforms and soft rubber boots, and just as silently they departed by night. It was learned afterwards that this was for a raid on the French coast.

There was much speculation locally as to the identity of the tall, outstanding officer, who was in charge of these commandos. He showed much interest in the Bentley ambulance, and happened to compare it with some Bentley cars of his own. Could this officer have been Lord Lovat of commando fame? It was felt that he was. But it will remain one of the unsolved mysteries of those 'hush-hush' days of the war, when so many of the great defence personalities moved through Havant unknown and unrecognised.

At the first aid post during 1942 camouflage nets were assembled, and in 1943 rivets were sorted for the Ministry of Aircraft Production by ambulance personnel during slack periods. During the Battle of Britain all personnel reported for duty at each warning. In the long hours of waiting, men and women knitted woollen squares, which were made up into two double blankets and sent to Alton for a blitzed family from Southampton. Ambulance and casualty service volunteers worked at the Queen Alexandra Hospital during the early evacuation of wounded from Normandy immediately after D-Day.

Dr and Mrs Dewhurst were presented with a silver inkstand inscribed 'Havant CD 1939-1944' at a farewell party on 29 December 1944, together with a book containing 109 signatures of those who contributed. Presentations were also made to the deputy superintendent, Miss Pinchard, and to the quartermaster, Mr Read.

Air Raids

The District ARP Controller reported up to and including 29 February 1944 the number of 'alerts' in the district at 1,478, with the number of incidents at 164. 373 bombs were dropped and about 10,000 incendiaries. Thirty-five persons were killed and 83 injured. 250 buildings were destroyed or rendered uninhabitable and 3,594 damaged the majority slightly.

Resulting from a bad incendiary raid on Portsmouth, electricity and gas supplies in Havant were cut off for four to five days. Cooking in some cases was done by residents over brick built fires in their gardens, whilst the Women's Voluntary Service (WVS) also cooked meals. Southdown double-decker buses converted into ambulances poured through Havant to outlying hospitals. Fairfield School was used to house the elderly from Portsmouth, looked after by the WVS, Red Cross and some of the older children.

On the lighter side, when siren alerts sounded during the daytime, it was a familiar sight to see a row of women, heads swathed in towels, running from a hairdresser in South Street, round the back of St Faith's and into the air raid shelter in Homewell. They had been caught by Hitler with their curlers in!

Camps and other Military Matters

A transit camp for refugees from the Ukraine, Estonia, Latvia and Lithuania was set up at the original royal naval camp off New Road, Bedhampton. It is now called James Road after the commander-in-chief Portsmouth command, Admiral Sir William James. Refugees from all walks of life, professional people and agricultural workers, who had lost everything, were welcomed into the homes of the people of Havant in spite to difficulties of language and rations. Many of these people were accomplished in the arts, and on occasions gave musical concerts etc. at the camp as a 'Thank you' to Havant townsfolk.

The anti-aircraft battery and searchlight emplacement was located on the Langstone Road, where the Langstone Technology Park now is. The battery was bombed on several occasions. There was a Free French camp, Bir Hakeim Barracks, at Hollybank, Southleigh Road, and also one in Emsworth.

The Royal Observer Corps had their control post on the flat roof of the post office. Their chief observer was Mr HE Shepherd. All were volunteers from men in 'reserved occupations' and those unfit for service in the forces.

Home Guard

The commanding officer of the Local Defence Volunteers was Lt Colonel Fowlie of 16th Battalion Hampshire Regiment, Major Maybee commanded 'H' Company locally with the platoon commander Lieutenant John Loat. The Home Guard stood down on Sunday 3 December 1944. The ceremony was in Havant park.



Home Guard parade in Havant park.

The Auxiliary Fire Service (AFS) had a fire post in the stables of Warblington House, Pook Lane, manned by six volunteers during air raid alerts. A council minute of 10 March 1939 records that 160 uniforms for the AFS were to be ordered as and when required. Static water tanks, which were made either of steel or were brick built and lined with waterproof cement, were erected in strategic sites in the district, and were marked 'SWS'.

Royal Naval Establishments

The disused Empire Cinema in North Street was used as a torpedo store. Leigh Park House and West Leigh House became the wartime home of the Mine Design Department of HMS *Vernon*, which was later named the Admiralty Mining Establishment. Afterwards this split into the Surface Weapons Establishment and the Underwater Weapons Establishment. The conservatory at Leigh Park housed a fine collection of British and foreign mines. Warblington House, Pook Lane was the Admiralty Expenses Accounts Department from Portsmouth Dockyard. A fleet of double decker buses arrived daily with civilian personnel. The Corner Café at Green Pond, now a convenience store, did great work providing relays of lunches.

Belmont House, Bedhampton, became a hutted camp, HMS *Daedalus*. The present St Nicholas Church was originally the sick bay.

On the east side of Leigh Road, now Petersfield Road, between Crosland Drive and Martins Road was a hutted camp. After the war the redundant huts were taken over by squatters who had been bombed out from Portsmouth. The sick bay was used for the first St Albans Church and the canteen became a community centre.

Either the Leigh Road or the Belmont Camp was used as a re-kitting station for returning naval prisoners-of-war. As most of these came from the Portsmouth area they were not inclined to take advantage of the camp for long.

Local Efforts – Factories

Airspeed, making aircraft components, was at Langstone Village in the garden and paddock of Langstone Towers. Neville Shute Norway, aircraft designer and author, lived at Langstone and was a director of Airspeed. Many of his plans for anti-submarine devices were developed in the circular ground floor room of Langstone Mill.

Sheet metal works were set up in the old stables at the rear of the Dolphin Hotel, West Street, roughly where the WH Smith shop now is in the Meridian Centre, and in outbuildings of the Bear Hotel. The Army and Navy Hat and Cap Company was in South Street.

Stent's glove factory made flying jackets and other leather goods.

Saucepans for Spitfires – Brass for Britain

On Saturday, the 22 May 1943 we open our "Wings for Victory" Week in this Urban Area. The target for the area is £190,000. This seems a formidable objective but let us remember that during both "War Weapons" and "Warship" Weeks we reached this sum so surely if we all "do our bit " by lending all we can to our Country during that week we shall attain our object and chalk up yet another Victory for our Area.

Let our slogan for the "Week" be: For The Third Time £190,000.

The emergency call for materials encouraged by the above poster received an immediate and tremendous response. At once, Messrs Seward's garage and showroom at No 33 East Street was made a receiving depot, to which the crowds hastened to bring the aluminium pots and pans to build a Spitfire. The ever increasing mountain of saucepans could be viewed through the large plate glass windows.

THIS
LOG BOOK

*which will record the operational activities
of an Aircraft*

is a tribute to the success achieved by

Havant & Waterloo

SAVINGS COMMITTEE

in the

WINGS FOR VICTORY

NATIONAL SAVINGS CAMPAIGN • 1943

Target :- £ 190,000

Achievement :- £ 192,851.

REPRESENTING
THE COST OF

2 SPITFIRES, BEAUFIGHTER,
LANCASTER, HURRICANE,
LIBERATOR, WELLINGTON
STIRLING, MOSQUITO
ANSON, HUDSON.

Wings for Victory National Savings Campaign, 1943. The Havant and Waterloo Savings Committee raised a record sum of £192,851 in a very short time. The total represented the cost of 11 war planes.



National Savings Week, May 1944.



Sailors' hats leaving the Army and Navy Hat and Cap Co. in South Street.

And when brass was requested it seemed scarcely possible that Havant homes had sheltered so many brass ornaments, utensils, fire-irons, door knockers etc., brass buttons, some of fine quality each engraved with a stag's head – the Fitzwygram livery of long ago.

Miscellaneous Matters

In April 1939, a store was rented from Messrs Carrell, South Street, for mobilisation equipment storage, at 15s. (75p) per week inclusive.

Air Raid Warning Signal fixed on the roof of the Havant Railway Control Room belonging to Southern Railway in Eastern Road – rent 1s. (5p) per annum.

Air Raid warning sirens cost on average £51 each.

There were 17 flag-days during 1945.

A council minute of 25 May 1943 reads:

The Chairman congratulated Mr L Simmons the caretaker of the Town Hall on being presented with the King's Certificate of Merit at a recent parade of the 16th Hampshire Battalion of the Home Guard.

Langstone Bridge. On 30 November 1943, Council minutes state:

Resolved that the Ministry of War Transport be approached in the matter of war workers who travel from Portsmouth to Hayling Island that some arrangement should be made to obviate the war workers having to walk across the bridge owing to the weight of the buses.

And on 24 February:

That Southampton County Council be requested to take into consideration the reconstruction of Langstone Bridge in their programme of post war improvements.

A minute of 3 October 1939:

Resolved to proceed with construction of 15 inch (38cm) water main at Langstone Bridge.

D-Day Preparations

Mulberry Harbour. One of the most remarkable achievements of the war took place under the noses of people in the Havant area. With the code name

'Phoenix', several vast concrete caissons which formed part of the Mulberry Harbours, were built in record time on the beach at Hayling Island. The operation was very hush-hush, and much excitement and speculation was rife in the area. Sir Winston Churchill paid a visit to the works, travelling by rail to Havant and thence by car. Skilled workmen were brought in by coaches from the mainland, and this, one feels, gave rise to the council minute of November 1943 about Langstone Bridge, referred to in previous section. After the bombing of Coventry special trains carrying rubble for use in making the concrete were run to the south coast. Gravel was used from the Southleigh pits.

On D-Day the caissons were towed to the French coast to form 'moles' in the artificial harbours for landing troops, equipment and stores. One caisson sank in Langstone Harbour soon after it was taken in tow, and it can still be seen today. The caissons varied in size, the largest being 200ft (61m) long and 60ft (18m) high, weighing some 6,000 tons.

Havant, being close to Southsea and Portsmouth, was full of troops and armour previous to D-Day. Camps were situated on all possible sites. Pook Lane was one, with sentries stationed at the entrance screening the residents.

Stansted woods were full of soldiers and camouflaged vehicles. The Green at Rowlands Castle could hardly be seen for the tanks and armoured vehicles parked there.

In the early morning of 22 May 1944, soldiers, tanks, lorries, and other equipment lined the road from Horndean to Rowlands Castle. Slowly down the road, with a retinue of officers, King George VI walked along, stopping to talk to his troops, wishing them good-bye and good luck in the battle to come. An engraved stone stands by the roadside at Rowlands Castle to mark the occasion. It was planned by a spectator, Mrs D Martin of Redhill House, and the Dean of Winchester helped with the wording.

A local resident (and a member of the Havant Local History Group) recalled:

Memories of the radio news and then an uncanny silence, almost all day as the huge troop-carrying gliders were towed overhead on their way to the Normandy landings. Our troops, guns, equipment etc., sheltered here in secret in our woods and lanes, had slipped away in the night, and I realised that I no longer needed a pass to enter Pook Lane and my home.

In the early evening, a United Service of Intercession was held at St Faith's Church. Never within living memory had the building held so many people, or

been surrounded with such crowds within the churchyard. The end of the war was officially declared to be one minute past midnight, Tuesday 8 May 1945. Some of Havant's residents had anticipated this, and commenced decorating buildings on the Monday, so that by Tuesday houses, shops and streets were gaily coloured, the whole of East and West Streets being an archway of flags and bunting. Tuesday 8 May was therefore VE Day, Victory in Europe, and although in Havant celebrations started slowly, the gaiety and enjoyment increased as the day wore on and the evening approached, but it was not before midnight that residents and uniformed visitors gave way to an outburst of enthusiasm.

With the coming of peace, the eight bells of St Faith's Church, which had been silent throughout the war, rang out, and everyone ran out into the streets to listen to them.

In the afternoon of VE Day, a service was held in the park, in which civil defence and other war workers took part. Clergy officiating were the Reverend PH Duke-Baker (Rector of St Faith's), the Reverend TJ Sturtridge (Congregational Minister) and the Reverend PHW Grubb (Rector of Bedhampton). Sir Dymoke White MP, gave an address, and a speech was made by Councillor J Flanders (chairman of Havant and Waterloo Urban District Council). Community singing was led by Mr Perraton accompanied by the British Legion Band. The service was followed by children's sports and refreshments.

The VE Day celebrations lasted all the week, with street tea parties in several places, Saturday being the VE Day of the week. Another service was held in the park on Sunday 13 May, when there was a big muster of the fighting forces, civil defence services and French naval personnel.

Special services were held at all the churches on Sunday, all of which were packed to capacity.

VJ Day (Victory over Japan) celebrations for Havant were arranged for the afternoon of 16 August 1945, the Japanese surrender having taken place on 14 August. There had been scenes of revelry on the evening of 15th, but not too boisterous. A large crowd attended community singing in the park, where a procession was formed and torches lighted. The procession made its way to Portsdown Hill to share in the festivities there.

Memories of D-Day 1944

Oddly enough, at the beginning of 1944 life seemed easier to civilians in Havant.

There was still rationing of almost everything, including clothes and bread, but we had become accustomed to that. We had lived through Dunkirk and the subsequent threat of invasion; we had lived through the daylight air raids and the blitzes on Portsmouth and on the airfield at Thorney Island, with stray bombs falling on Havant. We were at last able to enjoy peaceful nights and! quiet days, apart from the few doodlebugs (V1s) which came our way, and which seemed rather a joke as a secret weapon (I know Londoners wouldn't agree, and they had the much more destructive V2s as well).

The war news was getting better every day. The Allies were advancing up the length of Italy, and the Russians were driving the German armies westwards. Most importantly for a naval area, we had sea and air control of the Atlantic and the Channel, so worries about Allied naval losses were lessened. The one thing we were waiting for, because we knew it had to come before the war could come to an end, was the Allied landing in France.

In the early months of 1944, there was very little extra activity in the South Hampshire area. Anyone living within 10 miles of the south coast had always held a special identity card, and perhaps these were scrutinised a little more carefully when one re-entered the area. My brother lived at South Hayling, and said there were days when he was barred from the beach. This annoyed him because all through the war he had been setting a long line on the beach to catch fish to supplement the rations. But I think any signs of extra activity were carefully kept away to give the Germans no inkling of the D-Day plans.

As the months went by, there was a lot we knew, but never discussed. At Airspeeds, although our part in the Drawing Office where I worked was over, we knew of pressure to complete building up the numbers of Horsa gliders before a certain date. We knew about Pluto, the pipeline under the ocean, and of course about the Mulberry Harbours being built at Hayling, though no-one was quite sure what they were.

There were rumours of important people, Winston Churchill, General Eisenhower, General Patten, General Montgomery and Lord Mountbatten being seen in the area.

Throughout April and May, tension and excitement really began to mount. The woods to the north of Havant, Southleigh Forest, The Thicket and The Holt between Rowlands Castle and Finchdean, began to fill up with troops, with guns and tanks. There are still laybys, for instance opposite the entrance

to Southleigh House in Eastleigh Road, that were built to accommodate just two or three more. The harbours and creeks were filling up with naval vessels, with landing craft and the amphibious vehicles, DUKWs, known as "ducks", which could ferry men and equipment ashore and drive straight on land to complete their task. We all knew what was going to happen but nobody knew when.

Then all through the night of June 4th/5th, there was the sound of troop and tank movements, everything heading towards Portsmouth for embarkation. (if you look at the kerbstones in East Street, Havant you can see where chips were taken out by the tank tracks.) We thought the day must at last have come, but in the morning, apart from the empty woods there was no sign of anything having happened – the weather had turned nasty, and as we now know D-Day was postponed for 24 hours.

On the evening of June 5th, we stood in our garden in Denvilles and watched hundreds of Horsa gliders with their towing aircraft assembling to the north of us, then turning and heading out over the Channel. The next morning, the radio gave no inkling of what was happening, but going to work as usual those who came in from the Waterlooville direction and could see the harbours from Portsdown Hill reported that the sea which had been so full of craft was now almost empty. Still we could not believe that this really was D-Day, after so many months and years of toil and struggle.

At 10 o'clock the Tannoy (factory loudspeaker) at Airspeeds was switched on – usually all were heard from it was "Music While You Work" – and we were told to stand by for a special announcement. Then came Winston Churchill's voice telling the nation that the Allied troops had landed in Normandy, and a secure bridgehead had been established. There were cheers and tears, hope that we could at last look forward to final victory, but the certainty of many more casualties before that came.

Two final memories: The first is that it was amazing that with all the preparations going on, all that was known by so many people, the Germans remained convinced that the invasion force would land in the Calais area, and were totally unprepared for the landing in Normandy. In this the discretion of local people must have played a small part. We all knew what was happening but didn't talk about it even amongst ourselves.

The second memory is a personal one. A few days after D-Day I was on my way home by way of the bridge over the railway connecting Eastern Road and Third Avenue, Denvilles. Passing under the bridge was a long train with blanked out windows, but through a small opening at the top of the windows I could see the train was full of German Prisoners of War (POWs). If I had had a machine gun I would have quite cheerfully have shot the lot of them, because of the suffering Germany had inflicted on so many people.

(Betty lived in Denvilles during the war and cycled daily to the Airspeed Works in Portsmouth where she worked as a draughtswoman helping to draw the plans for the Horsa gliders used on D-Day. Parts for these gliders were made at the Airspeed works in High Street, Langstone.)



Horsa Glider.

Baltic States Memorial of Remembrance

Hundreds of people belonging to the Baltic States joined together at the European Voluntary Workers' Camp, Bedhampton, one Sunday evening for the opening of a Garden of Remembrance. Constructed by the camp members

themselves, the garden was to the memory of 60,000 Estonians, Latvians and Lithuanians who were forced to emigrate in 1941.



Displaced Persons (DPs) from the Baltic States built this monument to the memory of their fellow country people at their camp in the Fraser Road area of Bedhampton. 1947. *Alan Bell*.

Memorials

At the crossroads near St Faith's Church, the names of the fallen were engraved on plates affixed to the memorial erected after WW1, and a memorial service was conducted there.

Acknowledgement

The Group is indebted to the late Miss NP Paxton for the detailed notes she made on the Hants 22 Detachment British Red Cross Society, and which have been made available to us. Its history has been written in another article but is included here as are the sections which relate to the wars.

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Hospitals

Havant War Memorial Hospital

The hospital at Langstone Towers during WW1 is dealt with at length in the previous article but it should be repeated here that the Havant War Memorial Hospital came about as a direct result of Langstone Towers. In notes written about her mother the late Miss NP Paxton said:

My mother was in command of Langstone Towers Auxiliary hospital for four years. At the end of the war she obtained permission to keep much of the equipment which had been donated by local residents. She wrote to the local Council proposing a cottage hospital as the town's War Memorial.

On 7 March 1919 a public meeting was held at the town hall to discuss what form the Havant War Memorial should take. The Havant War Memorial Committee was set up, and the meeting decided that Mrs Paxton's proposal be adopted.

The unique service to Havant Hospital by Mrs LC Paxton should be placed on record here. Not only did the hospital come into being as a direct result of her proposal, but she also served as an active member of the committee from the beginning until her death in 1962.

The Havant War Memorial Committee reported back on 28 March 1919 in these terms:

The form of memorial considered most suitable was a Cottage Hospital, and it was proposed that a properly equipped modern hospital should be erected as soon as possible, and in the meantime Langstone Towers be acquired as a temporary hospital and altered in accordance with the requirements of the medical practitioners of the district.

A public appeal for funds was made in April 1919 for a capital sum of at least £5,000 and the emphasis was on altering and adapting Langstone Towers for the purpose of a cottage hospital with 12 beds. An alternative was to enlarge Emsworth Hospital.

The appeal made rapid progress and by mid-May 1919, the £1,000 mark was reached, but after the initial success of the finance committee and their secretary, Miss Kate Standing, things slowed down rapidly. Despite dances, competitions, fetes, concerts, whist-drives, and the efforts of Mrs Burchell and others, who went from house to house collecting pennies, a penny (½p) being the price of a brick at that time, the total only increased very slowly and building did not start until 1927. In the 13 years after the first meetings Mrs Burchell collected £1,000. A plaque was placed on the wall of one of the wards in the hospital commemorating her splendid achievement.

By the time sufficient money was raised it was no longer possible to buy Langstone Towers and therefore the only available piece of ground near the centre of Havant was bought and building began in 1927.

On 16 November 1927, 100-years-old Miss Sarah Bannister, the daughter of a former Havant doctor, turned the first sod on the site of the future hospital. The *Hampshire Telegraph* reported:

Miss Bannister, her slightly wrinkled face wreathed in smiles, turned the first sod of Havant's new hospital with a vigour which belied her years.

There was a large number of people present at the ceremony which was the climax of years of endeavour by Miss Standing and an energetic committee.

After the ceremony the building began and made rapid progress. On 11 January 1928 the foundation stone was laid by Major General the Right Honourable JEB Seeley, Lord Lieutenant of the County. There followed a general vote of thanks to Miss Standing, the committee, the architects, Messrs Vernon-Inkpen and Rogers, the builders, Messrs Godwin and Vince, and all who had enabled the hospital to reach this stage. Everyone was reminded that although the building had been paid for the running costs of the hospital, estimated at £1,200 per year, would also have to be paid by voluntary contributions.

At a meeting of the hospital committee in February 1929 it was announced at last that the building of the hospital was complete and that the furniture from Langstone Towers, obtained from the British Red Cross Society by Mrs Paxton, was being installed. Mrs Paxton also presented the equipment for the operating

theatre to perpetuate the memory of her son, 2nd Lieutenant AFC Paxton, who was killed on the Somme in 1916.

On 27 July 1929 the dedication of the hospital took place. This was performed by Archdeacon Harold Rodgers, formerly Rector of Havant, and the ceremony was attended by many people, amongst them, Miss Bannister now 102-years-old. The date of the opening ceremony is uncertain, but a later document concerning the removal and appointment of trustees of the hospital states that the records of Havant Hospital date from 29 July 1929 probably implying that the first patient was received on this day.

At the opening there were only 12 or 14 beds and no residential staff quarters. The honorary medical and surgical staff who served at the hospital throughout its early years were, Dr Alexander Stewart Norman and his son Dr Burford Noel Norman, Dr Arthur J Gedge and Dr George Levick, all local medical practitioners. The first Matron was Miss M Whitmell who endeared herself to the people of Havant.

After the opening of the Hospital in 1929, a 'Tuppence-a-Week' (1p) voluntary contributory scheme was introduced towards the cost of running the hospital. This scheme was a form of insurance for free treatment, the regular collectors being empowered to issue Surgical Aid Certificates to long-term contributors. It was closed in 1948 when the National Health Service Act came into force.

Another successful voluntary assistance scheme which came into operation a few years after the opening of the hospital, under the chairmanship of Mrs Paxton, was the Havant War Memorial Hospital Linen League. Members each subscribed 1s. 6d. (7½p) per annum, this provided two items of linen ranging from sheets to dish cloths. A working party met one afternoon a week at the hospital to carry out repairs to the existing linen and in this way supplies were maintained without further cost to the hospital.

The first enlargements to the hospital were built in 1935 to honour the Silver Jubilee of King George V. Again the architects were Messrs Vernon-Inkpen and Rogers but the builders were G & R Carrell. The extension took the form of a children's ward, modelled on the paediatric ward at St Thomas' Hospital in London, with ten panels of tiles depicting nursery rhymes on the walls that were made by Doulton.

In 1939 the hospital was further extended, and an anaesthetic room was added which was paid for by public subscription to the memory of the late Dr Alexander Stewart Norman, honorary consulting surgeon. Dr Norman was one of

the great characters of Havant. He was known as the 'little doctor' and used to address everybody as 'my boy' or 'my girl' irrespective of age. His son Dr Burford Norman is said to have performed more than one skin grafting operation successfully. Dr Burford Norman also successfully treated a boy of ten who was suffering from tetanus, a disease usually fatal. The boy was eventually cured completely.

By the time war came in 1939, Havant Hospital contained about 24 beds and employed a staff of about nine regular nurses with many voluntary assistants. It was in full use throughout the war, and numbered many soldiers amongst its patients.

After the war, immediately prior to the National Health Service, a patient in a public ward would pay £3 per week for treatment and care.

Aneurin Bevan's National Health Service Act was passed in 1946 and came into effect on 5 July 1948.

Havant hospital itself was handed over to the state free of debt, with equipment worth between £8,000 and £10,000 and a credit balance of £5,000 at the bank. At the last annual meeting of the committee, speeches of thanks were given to all who had contributed to the hospital, and it was announced that 6,600 patients had passed through the hospital since the opening. It was at this time a hospital solely used for general practice and minor operations. Since then it has been used for gynaecology and for geriatrics. There were 25 beds including three private and amenity beds. In 1949, 510 in-patients and 637 out-patients were treated, although as yet no out-patients specialist clinic sessions were held there. In 1950 the Group Hospital Management Committee decided that these must be provided, 98 clinics were held in 1951. At this time, the hospital had a nursing staff of 13 and domestic staff of six.

In June 1957 a casualty department, paid for entirely from legacy funds, was opened. This was staffed by the general practitioners on call. However, there was no X-ray department and patients requiring X-rays had to go to Emsworth or Portsmouth. 118 clinic sessions were held in the year and 573 inpatients passed through the hospital. By 1958 the total number of beds had decreased to 23 while the staffing remained the same.

In 1962 the operating theatre had to be modernised. This cost £2,005 of which the League of Friends of Havant Hospital paid half.

In 1966 the Bernard Powell Memorial Annexe was added to the hospital in memory of Councillor Bernard Powell, a railwayman and trade unionist and the

first Labour Party chairman of the Havant and Waterlooville Urban District Council. This addition consisted of a waiting room for relations of patients and for casualties awaiting treatment, and cost £2,600 of which the Regional Hospital Board paid half and the League of Friends paid the other half. Bentleys Ltd of Havant agreed to do the electrical work free of charge as their contribution.

In 1968 the Ministry of Health proposed to discontinue the use of Havant Hospital for general hospital purposes on the grounds that it was becoming uneconomical to maintain small hospitals, and therefore everything should be concentrated on large centres and small hospitals should be closed down. This proposal aroused tremendous public feeling in Havant and a public meeting was called on 15 October 1968 at the Town Hall to discuss the proposal. The result of this meeting was that a letter signed by numerous residents was sent to the Ministry of Health and the plan was dismissed.

In 1979 there were 25 beds in the hospital. Three of these were private or amenity beds, four were officially gynaecological and post-operative beds, while the rest were still allocated to general practice. Between 1950 and a few years ago, surgeons and consultants used to come up from Portsmouth once a week and four or five beds were allocated to them, but later on no surgery was done except minor operations such as stitching cuts. The general practitioners of the area operated a duty rota for the casualty department.

Inevitably the National Health Service altered the role of the hospital since the existence of small general hospitals was incompatible with medical practice at that time. However Havant still did a valuable job in that it was a place where the general practitioners can send their elderly patients for nursing and care. This role became more and more important as life expectancy increased and elderly people were longer tend to live with their families.

A thanksgiving service was held at St Faith's Church at evensong on 15 July 1979 to commemorate the 50th anniversary of the opening of the hospital.

[It was somewhat inevitable that the time would come when the building was no longer suitable for the delivery of modern medical care. In spite of much local protest the hospital closed at the end of 2011. It was feared that the building would be lost to development but it has been saved and converted into a home for elderly people. The much treasured Doulton nursery rhyme tiles were retrieved and are now in the care of the Hampshire Museum Service. Three of the panels are on display in the Havant Museum.]

Isolation Hospital

A local directory entry for 1895 records – Joint District Hospital 1894, £3,000, two blocks, 16 patients. Separate building for medical staff and nurses. By 1935 the hospital had grown to three blocks and 36 beds. The matron at this time was Miss C Barnes.

The hospital occupied a large site at the northern end of Potash Road, adjoining the railway. The matron's residence was a double-fronted house with small railed courtyard facing the roadway. To the east was the recreation ground (now known as Havant Park). On the west of the site was an asphalt hard-standing, which was laid in readiness for the erection of tents for use in the event of an epidemic.

A local resident remembered the excitement caused in the town in the early 1900s whenever the hospital 'black-maria-type' horse-drawn ambulance van, driven by Mr Tassell, trundled through the streets conveying fever patients to isolation.

Potash Road ended as a cart track to level crossing gates where horses and carts with their loads could cross the railway to the allotments and to an area known as 'Black Town' (now the Chidham estate) on the north side. For pedestrians there was a footbridge nicknamed 'Jacob's Ladder'. From the landing at the top of the first flight of steps one could look over southwards to the adjacent isolation hospital grounds and wave to children playing there while recuperating after fever. No visitors were allowed into the hospital or grounds in those days.

The hospital was closed in 1939 and the site was taken over by the council and used as a depot. When a new depot was built in Harts Farm Way in 1972 the buildings were demolished and the site used as a car park before being developed as a retail park.

The British Red Cross Society

In 1909 classes were started for instruction in first aid and home nursing in Havant and examinations were held in accordance with the syllabus required by the St John's Ambulance Society. Following this, the Hants 22 Voluntary Aid Detachment (VAD) of the Red Cross was formed in October 1910. Lady Fitzwygram, vice-president of the Hampshire Division, appointed Lady Constance Fawkes as commandant, with Mrs Lucy Paxton as assistant commandant and quartermaster. Doctor Stewart Norman was the medical

officer. Twenty members were enrolled and six drills were held between 4 October and 30 December 1910.

In January 1911, Lady Constance Fawkes resigned and Mrs Paxton was appointed commandant with Miss Nora Lewis as quartermaster. From 1912 on lectures were regularly given, followed by drills and practise in roller bandaging, first aid, bed-making, taking temperatures, filling in charts, sterilizing, etc. Lectures were also given on hospital nursing by an assistant matron from a London hospital and lectures and demonstrations in cooking by the head cook of the Queen Alexandra Military Hospital in Cosham.

By 1914 membership had increased to 50 and on 2 May of that year there was a war office inspection.

On Friday 31 March, 1922, in the Portsmouth Guildhall, British Red Cross Society medals were distributed by the Countess of Malmesbury, President of the Hampshire Branch in recognition of service given in WW1.

In 1921 Mrs Paxton managed to acquire a Ford ambulance and the Home Ambulance Service was started. It was maintained on a voluntary basis until 1943 with a small grant from the Red Cross. The vehicle was kept in Mrs Paxton's garage and driven by the family chauffeur, Harry Beach. It is known that there were occasions when the family had to await the return of the ambulance from its errand of mercy before proceeding on their private business. The annual report for 1941 states that 5,852 miles were covered on service, 253 invalids, 13 road accidents and 12 service patients were carried and one infant was born in the ambulance.

Miss NP Paxton assumed the duties of commandant of the detachment in 1931. A letter addressed at that time to Miss Maude Onslow, her predecessor, by the county director quotes an inspecting officer's report to the effect that: *This Detachment is above average in all VAD work*. The detachment later became Hants 20. Miss Paxton continued to serve as commandant and later, divisional secretary until she resigned in 1947.

On the outbreak of WW2 in September 1939 the personnel of the detachment was: Commandant, Miss N Paxton, assistant. commandant, Mrs K Millington, quartermaster, Miss M Collier (mobile VAD), lady superintendent, Mrs Vivian, dispenser, Mrs Shedden, cooks, Mrs Soames, Miss Krabbe and Miss Frampton, ambulance drivers, Miss Johnston and Miss Twine and 21 nursing members including three mobile VADs and ten probationers.

A serious crisis arose on 25 January 1940 when the padre of a unit of the 6th Somerset, who were stationed in Havant, called upon the Red Cross to help his sick men. After a search accommodation was found at the British Legion hall, which was rapidly converted into the 'Jellalabad' sick bay with 25 beds. A truck and two orderlies loaned by the army collected beds, mattresses and linen from the townsfolk and also brought in supplies of coal, bread etc. Mrs Soames took charge of the kitchen and did yeoman service with a rota of volunteers. On 27 January, two days after the call for help, the first 12 patients were admitted. The weather was severe, with frost and snow and the men were going down rapidly with influenza and German measles. Two developed meningitis and others pneumonia.



In May 1927 the Ford ambulance was replaced by this Renault ambulance which was purchased second hand from the Metropolitan Asylums Board. Harry Beach is at the wheel.

From 1941 rest centres were opened at Havant schools (ten beds), Emsworth schools (ten), Hayling schools (ten), Bedhampton schools (six) and the North Hayling recreation hall (two). They were used to accommodate evacuees from the 'blitzes' on Portsmouth. A packing centre for parcels to be sent to prisoners-of-war was opened in 1942. The centre also provided a venue for the next-of-kin

of prisoners to meet and exchange news from the camps. It finally closed down in June 1945.

In addition to the transit camp for refugees there was also a Polish camp for the disabled at Oak Lodge, Emsworth. From June 1948 until the summer of 1949 the Red Cross undertook to provide diversional therapy for the men together with games and comforts. Instructions were given in lamp-shade and rug-making, embroidery, leather work and jewellery. The men bought the materials out of their pay and the articles made were sold locally. Miss Paxton was invited to the wedding of Mr Czeslaw Stybelski, a Polish soldier to Miss Mary Kelly of Waterlooville at St Joseph's Church, Havant, but it is not known if the bride was a Red Cross member.

At the beginning of 1946 a meeting was held to discuss the possibility of starting a senior club for old people, and in May, Mrs Street, the commandant, assisted by Mrs Bostock invited 24 over 60s to an inaugural meeting for tea and talk in the Red Cross office in North Street, Lady White and Miss Paxton were also present. This was the first senior club to be formed in Hampshire and it held monthly meetings at the Red Cross Hall in East Pallant.

A youth section was formed in July 1943, with 16 cadets, Mrs Street being the officer in charge. Training covered a wide range of activities. There were parade drills and physical training, in the open when possible, health talks by cadet officers and lectures in air raid precautions, first aid and home nursing, rambling, cycling and dancing and social evenings with other youth organisations. Periodical inspections of general appearance and poise were made without notice. Service included collecting at the cinema for the Red Cross and running a stall at holiday events in aid of local charities. General help was given at the First Aid Gas Cleansing Station and also service in wards at the local hospital. The report on the cadets for 1944 said: *General behaviour is enthusiastic, helpful, happy, sometimes boisterous, but always courteous. Discipline is accepted with very good spirit!* A youth training weekend was held for the 16 cadets in the spring of 1944. The total cost of the provisions was £1 16s. 6½d. (£1.83) including such items as ½lb coffee 1s. (5p), 7lb potatoes 6½d. (3p), meat 5s. 0½d. (25p) and 1lb butter 1s. 3d. (6p). The Air Training Corps Wing Band was hired for the event at a fee of £1 7s. 6d. (£1.37½p).

By 1948 there were altogether six detachments in the Havant division which, in addition to the youth sections, had 150 members, including men, who were first recruited in Emsworth in 1947 under Mr Mant and in Havant in 1948.



Hants 21 Detachment, 1954. Left to right from the back: R Nash, E Fry, E Aldridge, J Mist, P Mabey, R Cousins, A Lee, B Glenister, A Coleman, G Hedley, A Hammond, Dr Jim Ricketts, R Parker, W Anderson.



Hants 22 Detachment, 1954.



Over 60s Club Christmas party circa 1960.



Boy Cadets with George Hedley and Bill Anderson circa 1952.

The officers then were, Lady White, president, and Mrs Weeks, lady superintendent. Mrs EJ Street had recently taken over the secretaryship from Miss Paxton who was now joint service and ex-service welfare officer. Mrs Millington was quartermaster.

Other valuable services rendered to the community by the Red Cross were the hospital car service started in 1945, the medical loan department which hires out equipment such as invalid chairs, bed rests, commodes etc. at minimal charges, and the maintenance and staffing of a first aid beach hut on Hayling Island.

(Note - Acknowledgement is made to the late Miss Nellie P Paxton whose notes and records form the basis of this article.)

St John Ambulance

The history of the Order of St John can be traced back so far that it is difficult to name exactly when it began, but it is known that about the year AD 600 a hostel was set up in the Holy Land to accommodate pilgrims. Now people are used to, and often take for granted, the presence at public events of the uniformed members of the St John Ambulance Brigade. The black and white uniforms are so well known that their wearers are taken for part of the health service, and many people do not know that all this service is done voluntarily. In addition many other widely varied duties are carried out for the benefit of the sick and infirm. Nursing members give voluntarily invaluable assistance in hospitals and old people's homes, doing so in their leisure time during weekdays as well as weekends, while others co-operate with district nurses and local welfare services in looking after people in their own homes.

Few people are aware of the centuries of history in the Order of St John and of the great traditions of service that lie behind it. The Order in England commenced about the year 1144 with the foundation of the Priory at Clerkenwell. In 1381, during the Wat Tyler rebellion, the peasants burnt down the Priory, and in 1504 the gate house at Clerkenwell was rebuilt. Today this is the headquarters of the Order in the British Realm, although in 1540 Henry VIII dissolved the Order in England and confiscated all the estates. The Order was reinstated by Mary in 1557 but Elizabeth I, soon after her accession in 1558, again confiscated all the estates, and it was not until 1831 that the Order was revived in England.

The St John Ambulance Association was founded in 1877, the first course being held in Woolwich. Other branches quickly followed in London, Sevenoaks, Maidstone and Southampton, railway employees and police being amongst the first trainees. The first ambulance textbook was published in 1878. Within a few years centres were formed throughout England and have extended to all parts of the world.

The *Havant Almanac* of 1891/2 contains the following entry:

St John Ambulance Society, Havant Centre. Hon. Sec. Mr Alfred Chignell (of White & Chignell, now Davies Pharmacy, West Street). Full information can be obtained for this, and for the formation of other classes in the neighbourhood, of the Hon. Secretary.

The *Almanac* of 1895 gives Mr F Stent as honorary secretary, and by 1897 he had been succeeded by Mr H Beeston, headmaster of the local board school. The President in 1897 was The Reverend SG Scott, Rector of Havant, with Dr Norman and Dr May as Surgeons. Members of the committee were Mr J Bartlet, Mr A Reeve, Mr W Salter, Mr G Jones, Messrs SJ and FJ Stent, Mr C Starley and Mr Kemp.

The association has always worked closely with the departments of the government and, through the high standard of training, the certificate awarded to successful candidates is recognised as necessary qualification under safety acts at work. Many holders of this certificate are employed in factories and industrial premises in the Havant area.

In 1887 the St John Ambulance Association formed the brigade, and, before the formation of the National Health Service, the majority of the voluntary ambulance services were run by this Brigade.

Many old residents of Havant remembered the happy association which existed between the townspeople and the members of the railway St John Ambulance centre. This was based at Havant railway station, with its headquarters and club building in the goods yard on the north side of the station. The centre, all of whose members were employees of the railway companies, played an active part in local affairs from the early years of the 20th century until WW2. During the war some of the railway personnel trained at the St John Ambulance centre became members of the civil defence casualty service first aid parties. For several years prior to and during WW2, apart from the railway St John Class,

there was no St John Ambulance or nursing unit in Havant. All welfare work was undertaken by the Red Cross and WVS units during the period of hostilities.

Particularly remembered for their association with the railway St John Ambulance centre are Mr Harry Hazel, St John superintendent, station foreman and first Labour Party magistrate to be appointed in Havant, Messrs Burnett, two brothers, ticket collector and porter, who gave help with first aid training for scouts and guides, Mr Harry Breed and Mr P Starley, porters, and Mr Reg. Parker, St John instructor.

The St John Ambulance first aid manual was revised in 1958, becoming a joint manual with the British Red Cross Society and the St Andrews Ambulance Association. This manual was further revised in 1965, and is amended when necessary to conform to changes in medical opinion and improved techniques.

The St John Ambulance Association and the Brigade merged into one organisation in 1968. A junior organisation known as the St John Ambulance Cadets was formed in 1922.

In 1948 the first St. John Ambulance division to cover the whole area was formed in Emsworth, drill nights being held in the canteen of the Emsworth Laundry in New Brighton Road, Emsworth, kindly loaned by Mr Howells. As the membership increased it was decided to look for a new headquarters and the division was very fortunate in getting permission from the Mother Superior of St Anne's Convent to use a site in the convent field, for which they paid a peppercorn rent. On the 5 February 1952 the division held their first meeting in their new headquarters, a converted army hut, erected after many months of hard work by the members and with help from local residents and business people who assisted financially and supplied materials at trade price. On Sunday 20 April 1952 the opening ceremony was performed by the Countess of Bessborough, the St John's County President of Sussex.

In 1966 it was again necessary to look for a new headquarters, as the existing army hut was becoming worn out, the upkeep and repairs being a strain on divisional funds. Once again, the division was most fortunate in having the offer of a prefabricated asbestos classroom which at Brighton had been used as a temporary classroom by the Roman Catholic education authorities. On being informed that the St John Ambulance at Emsworth needed a new headquarters the Bishop of Brighton kindly donated the building to the division and it was moved to Emsworth.

This new headquarters was opened on 1 June by the Hon. Mrs SR Cubitt, OBE, St John's Hampshire County President, in the presence of Brigadier BW Webb-Carter, county commissioner. Also present was the Mother Superior of the Order of St Anne, Emsworth.

The division had its first ambulance in 1950. More modern fully-equipped ambulances are at present in use.

In 1955 owing to the many demands for members to be on duty at Emsworth, Havant and Hayling Island, it was decided to form a division at Havant. A course of lectures was arranged at St Francis Church Hall, Leigh Park, and in 1956 the Havant and Leigh Park Division was formed. From its formation, membership and duties increased. Amongst the duties then covered were their first-aid hut at Hayling, Havant Cinema and sundry other events. It was agreed in 1973 to form a further division at Waterlooville, and later, in 1976, a further division was formed at Hayling Island, both divisions being formed by members from Havant.

The various duties now covered include the Havant Rugby Club, grass ski-ing at Butser, cycle scrambles, sponsored walks etc., fetes and other similar events, as well as assisting in county events such as the Southsea Show, Navy Days, Fleet Review, the start of the Round the World Yacht Race and others. Also covered are duties such as the transport of patients from cross channel ferries and aircraft to various parts of England for the St John Aero Medical Service.

The division has held its meetings in various places since its formation. Efforts were made to obtain its own headquarters; the council offered land, but the cost of building and installing the various services made the project beyond the division's financial resources. However, the division was fortunate in acquiring the disused ARP control centre in Potash Terrace, Havant, on lease from the council. Members renovated and converted this to meet their own needs. They held regular meetings every Thursday from 7.45pm to 9.30pm and welcomed any person wishing to learn first aid and nursing. The building was later demolished as part of the redevelopment of the area and they moved to purpose built premises in James Road.

There was a cadet division at Waterlooville which covered the area.

In 1970 a ten-year-old ambulance was purchased but in 1973 a newer vehicle was obtained to replace the now outdated one.

The Rookery and Somerstown

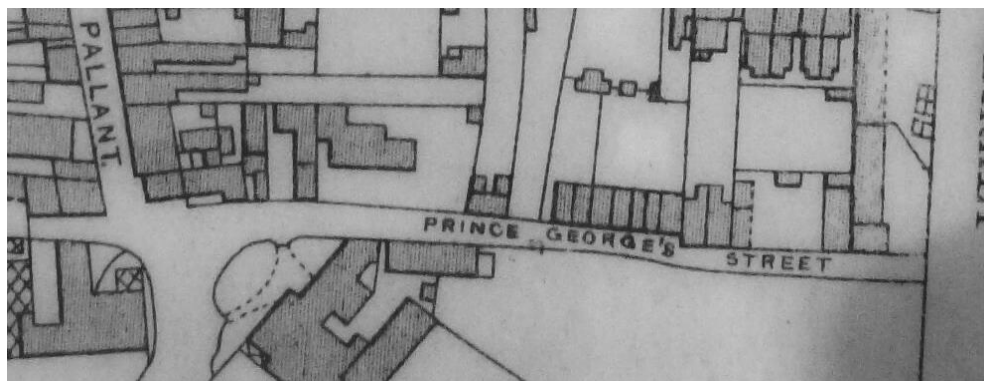
Two of Havant's former Slum Areas

The Rookery

The area of Havant known in the second half of the 19th century as the Rookery lay on the western side of Prince George Street, where the entrance to the Waitrose car park is today.

The name is of some interest for it was bestowed upon many slum districts because of their supposed resemblance to rooks' colonies, i.e. roughly and precariously built, densely overcrowded, noisy and fractious.

Not all Rookery names denoted slums, of course. In rural areas a house, field, or farm might simply be named after an actual rooks' colony in the neighbourhood, and there is a local example at Lumley near Emsworth where a house called The Rookery existed until the mid-20th century, the name being preserved in a modern housing development on the site.



Location of the Rookery in Prince George Street.

In urban areas rookeries were not just slums; they were specifically associated with crime, vice and depravity, and in them could be found the lowest, cheapest, type of common lodging house (where the sexes slept unsegregated) as well as thieves' dens and brothels.

The most notorious Rookeries were in London and some idea of their character may be found in a book published in 1850, *The Rookeries of London*, by Thomas Beames (text available online). Beames identified six principal Rookeries, the largest and most notorious being St Giles, just north-east of Charing Cross Road. Others were to be found at Jacob's Island in Bermondsey, made famous by

Charles Dickens in *Oliver Twist*, Soho, Ratcliff Highway, Westminster and Saffron Hill near Holborn.

Just how common the name was outside London is uncertain, but there was a Rookery in Southampton, located just south of Hoglands Park, which was well known for its brothels. There is, however, some mystery as to how Havant's Rookery acquired its name. It is almost certainly not an old name as the earliest reference to it that has been found is in the Havant Local Board of Heath minutes for 1854 where it is recorded that a letter has been received: *Asking for a lamp at the Rookery*. It is therefore likely that the name was coined at about the time that Beames's book was published and when its dubious connotations were well known. But why did Havant's Rookery get its reputation?

The 1842 tithe map of Havant shows the area of the future Rookery contained four small plots, (Nos 484 to 487), that totalled little more than half an acre (0.2 hectare), with three different owners and three different occupiers who can be identified in the 1841 census returns as a bricklayer, a gardener and a shoemaker. But as each of these plots consisted only of a single cottage with a garden the area at this time could not be remotely described as overcrowded.

Unfortunately, in both the 1851 and 1861 census returns, it is very difficult to identify precisely which properties belong to the Rookery for no distinction is made between it and The Pallant and, to make matters worse, in 1851 the enumerator moved back and forth between The Pallant and North Street instead of dealing with each thoroughfare separately. It is clear however that this whole district was becoming ever more densely populated by such people as labourers, gardeners, and laundresses and their often large families.

It is only in 1871 that we get a proper snapshot of what the Rookery was like, because this time the census returns quite clearly identify what properties belong to it. As the Rookery now consists of seven properties it is likely that the four separate plots shown on the tithe map had been united, but when and by whom?

It is most likely that development took place after the arrival of the railway in 1847 with the most likely candidate for developer being the owner and occupier of Plot 487 on the tithe map, Thomas Holton. Although, in 1842, only a humble bricklayer Holton later became (like his elder brother Edward) a builder and the owner of several properties in Havant and Warblington. Holton died in 1866 and a copy of his will survives in Hampshire Record Office. The will is unfortunately a brief and not very informative document that fails to list individually all his

various property holdings, but some idea of his prosperity may be gathered from the fact that one of his bequests was: *All my pictures and paintings*. Was this wealth derived, in part, from the rents he gathered as landlord of the Rookery? Unfortunately this must remain speculation.

The 1871 census returns show that the Rookery's seven properties housed a total of 31 people whose occupations included laundress, carpenter, groom, railway porter and engine driver, although this was almost certainly not the driver of a railway locomotive but someone in charge of a stationary steam engine. Only one of the properties, containing ten occupants, might be described as overcrowded.

In view of the facts we have, this does not appear to have been an area benighted by grinding poverty or riddled with vice, and by the time of the 1881 census this is even less the case, for now the properties contain a mere 20 people, whilst the very name Rookery has disappeared, to be replaced by the more respectable-sounding Prince George Street.

Somerstown

In the third quarter of the 19th-century Somerstown was probably Havant's largest and most overcrowded slum. Like the Rookery, Somerstown is not an old local name but its first recorded use appears to be in the 1861 census returns. It is most likely that the name was bestowed upon the area owing to its supposed resemblance to a Somerstown elsewhere, and there are three possible candidates: the Somerstowns of Chichester, Portsmouth and London.



Somerstown Cottages (Bug Row) – the row of eight cottages in Fairfield Road at the top of Waterloo Road.

Chichester's Somerstown grew up between 1810 and 1840 as a planned development of brick and flint terraced cottages for artisan workers. The origin of the name here is unknown although it may derive from its proximity to the much older Summersdale. Somerstown's poor drainage and sanitation made it by far the least healthy part of the city in the second half of the 19th century, but it was never a slum. Indeed, many of the original houses survive today as perfectly habitable dwellings. For this reason it is unlikely to have provided the inspiration for the name of Havant's Somerstown.

There is no mystery concerning the name of Portsmouth's Somerstown for it was developed in the 1820s on land owned by a Mr Somers. It was initially a fashionable district where, as late as 1851, there were 'genteel houses' available to let. It was only by the 1860s, when it was described as 'a large and increasing district' that it began its slide down the social scale, and only in the mid-1870s do we find references to 'the poor of Somerstown'. Havant's Somerstown was well established by this date, so the Portsmouth Somerstown is also an unlikely model.

London's Somers Town – the area of NW1 between Euston and St Pancras stations – is, however, much more promising as a pattern for Havant's Somerstown. Again, we know the origin of its name as the development was commenced in the 1770s on land belonging to the Somers family, and again it was initially aimed at the well-to-do, but for some reason it stalled in the 1790s leaving many of the grand houses unfinished. Somers Town became a marginal area during the early 19th century, becoming particularly popular with French and Spanish political refugees. But it was not a slum; at least not until the arrival of the railway and the building of Euston station in 1837. Not only did this displace large numbers of people who decamped to Somers Town, it attracted yet more who came to work on the railway itself. So, from the late 1830s Somers Town became a classic Victorian slum and one, moreover, known particularly for its railway connections. It is this association with the railway, it is thought, that is the key, for it is almost certain that the creation of Havant's Somerstown was the direct result of the arrival of the railway in 1847 and the building of the original station and New Lane signal box very close by.

Certainly there was not much on the site of Havant's future Somerstown in 1842 when the tithe map shows that the area comprised just two small plots (Nos 366 and 367) totalling just over three-quarters of an acre (0.3 hectare). One

of the plots was an arable field and the other a cottage and garden occupied by one James



Somerstown Cottages in Fairfield Road circa 1955.

Wilson who, according to the 1841 census returns, was an agricultural labourer residing there with his wife, two children and a lodger, a total of just five people. By 1851, however, although Wilson and his family were still there, seven more dwellings had been erected around them and in total these eight properties contained 42 people including one household of seven and another of nine. By 1861, when the name Somerstown had been coined, there were nine properties containing 45 inhabitants, hardly a dramatic increase, but by 1871 there were 14 properties with no fewer than 66 occupants, five of these households having at least one member employed on the railway.

We have little idea of what conditions were like in Somerstown in the 1860s and 70s, but in the Local Board of Health minutes for June 1862 we get a record of a complaint made against one Somerstown resident, John Allen, for slaughtering horses in his yard there. Allen gives assurances that he will cease the practice, and so he did, but a few months later the Board received more complaints about him: *Bringing horse flesh in an unfit state upon his premises at Somers Town*, and he was threatened with legal action if he should persist.

Not surprisingly, in April 1876, Havant's Medical Officer of Health, Dr Aldersley, reported to the Board that there was: *A good deal of sickness here*, and plans were made for a street drain to be laid from Somerstown to link up with the main sewer in North Street.

Havant Borough History Booklets



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As in the case of the Rookery there is no direct evidence for who may have been responsible for the Somerstown development. On the tithe map and award both Plots 366 and 367 are recorded as belonging to Francis Woodcock and although there were at this time two Francis Woodcocks in Havant (almost certainly father and son) it is more likely that the landowner was Francis Woodcock senior, who in 1842 was 72-years-old; rather than the younger, a pork butcher living in East Street. Woodcock senior died in 1849 and although his furniture and effects were auctioned off, his lands were not and as there is no trace of a surviving will it is not clear what became of his various properties that were distributed widely throughout the parish. Presumably these properties would have passed to his heirs and it is probably significant that we find in the 1851 census returns two unmarried sisters, Mary and Matilda, both described as *proprietors of houses*, living with Francis Woodcock junior. Perhaps it was they who inherited the Somerstown lands in 1849 and decided to exploit their new potential.

The 1860s and 70s were the period of Somerstown's worst overcrowding. The 1881 census returns show a reduction to nine properties and 34 inhabitants, almost half the number of a decade earlier, and by 1891 there were just seven properties with 26 inhabitants. It is most likely, therefore, that as with the Rookery the old dwellings were demolished at some time in the late 1870s and new, more substantial, ones built. These survived until the mid-20th century when the existing block of flats replaced them. Unlike the Rookery, which has fallen into oblivion, the old name has survived – or one of them has, for it must be remembered that Somerstown had the alternative and perhaps more commonly used name of 'Bug Row' which I have found in a document as early as 1870. It was also the name that appeared in press reports as the address of Somerstown's most unfortunate resident, the young Percy Knight Searle who was brutally murdered nearby in The Pallant in 1889. As to the origins – beyond the obvious – of this particular name however we have no clues whatsoever.

Charles Lewis

Surveyor and Auctioneer in 19th-century Havant

Charles Lewis was a significant figure in Havant in the 19th century. As the town's first – and indeed only – resident surveyor and cartographer he was responsible for the two earliest surviving large-scale maps of the Havant area:

the 5 inch-to-the-mile (12.5cm) map compiled in collaboration with his brother John Theophilus in 1833 and the tithe map of 1842. But he was also, at one time or another, an auctioneer, valuer, estate agent, insurance agent, enclosure commissioner and lithographic printer. One trade directory of the 1830s even lists him as an architect, although no evidence can be found for this.

He resided in Havant from about 1833 until his death in 1885, except for a brief period when he lived first at Fishbourne in West Sussex, then at Warblington. But even during this time he retained a house in the town and attended the occasional meeting of the Havant Vestry.

He was born in 1801 in the Kingston area of Portsmouth, the youngest of four children. Very little can be found of his father, John, but in 1795 he was fortunate – or shrewd – enough to marry one Barthias Crasswell (née Rogers) a widow whose first husband, Anthony Crasswell, had been a farmer at Kingston. His lands were in the area around what is now Crasswell Street (near Portsmouth and Southsea railway station) a district that was beginning to be developed at the start of the 19th century.

Indeed between 1807 and 1812 there are a number of advertisements in the *Hampshire Telegraph*, placed by Charles's father, offering plots of land in Kingston for building purposes.

In 1810 he acquired more assets when his own father (also called John) died. Fortunately a copy of John senior's will survives and it shows him to be a man of some means. His principal occupation was tenant landlord of the Stokes Bay Inn near Alverstoke, but he also owned property in Gosport, was a dealer in timber and other building supplies and owned several bathing machines on the beach at Stokes Bay. As the only son (although there were a number of daughters) Charles's father would have inherited the bulk of this estate.

Unfortunately nothing can be found about the fate of either of Charles's parents, but the family must have retained some long-standing links with the Gosport area, for when Charles married in 1833 the ceremony took place at Alverstoke – despite him then being a resident of Winchester – and his bride, Martha Horwood Tayler, came from Blenheim Cottage, Bridgemary.

Knowledge of Charles's early life and career are also a blank, and the record of his marriage and the appearance of his name alongside that of his brother's on the Havant map, both in 1833, are the earliest references to him that can be found.

This Havant map was just one in a series of a dozen produced for sale to the general public that the Lewis brothers compiled between 1828 and 1836. The eight dating from before 1833 bear John Theophilus's name alone, but since all of them are identical in style, and as the lettering is identical to that on Charles's solo maps (and very different to that on John's estate and tithe maps) it is certain that Charles must always have had a major input into the cartography (if not the actual surveying) of the entire series.

Fortunately we know quite a lot about these maps from advertisements that the brothers placed in the *Hampshire Telegraph*. In July 1837, for example, they listed all of them together with their dates of publication. Many are of areas in south-east Hampshire for as well as Havant we have Alverstoke (1832) Fareham (1832) Portsea Island (1833) and Hayling 1830. Also in Hampshire are Alton (1829) Bishops Waltham (1831) and Fordingbridge (1832). Others are Petworth (1830) and Kirdford (1836) in Sussex; Witley/Thursley (1829) in Surrey and Woburn and the adjacent parishes (1831) in Bedfordshire.

From other advertisements for the Petworth and Portsea maps we also know how much they cost. A plain black and white copy was 10s. 6d. (52½p); with boundaries and principal roads coloured in by hand 12s. 6d. (62½p), and the deluxe edition, with colouring and mounted on canvas with mahogany rollers 20 shillings (£1). Copies would have been available from the Lewises themselves or from local booksellers.

When it was published the Portsea Island map also received a favourable mention in the *Hampshire Telegraph*, which praised its accuracy and concluded: *We are only surprised that we have for so many years been without such a useful publication.*

It is impossible to be certain just how successful these maps were, although judging by the number of copies of both the Havant and Portsea Island maps that survive these two at least probably sold quite well. By contrast however, I have been unable to trace a single surviving copy of either the Bishops Waltham or Witley/Thursley maps.

The other interesting aspect of this series of maps is the fact that they were reproduced by the comparatively new process of lithography, and that the Lewises did their own lithographic printing.

Although it was invented in Germany at the very end of the 18th century, lithography did not become at all common in Britain until after 1825, and it is in fact in this year that we find John Theophilus advertising his services as a

lithographic printer in Winchester, the earliest instance in Hampshire. Lithographic printing remained important for both brothers throughout the 1830s, but especially for John Theophilus, who executed topographical and antiquarian subjects, portraits and commercial stationery as well as maps.

Making lithographic prints of their own surveys would certainly have helped to keep down their costs, but just how unusual was the combination of these two very different skills, especially at such an early date? I have certainly not come across any other examples, but even if it was not totally unique it would certainly have been very rare.

Charles must have arrived in Havant shortly after his marriage because in September 1834 he is recorded as attending a meeting of the local Vestry, something that only rate-paying residents were permitted to do.

But why did he choose to settle here? Perhaps he simply sensed a good business opportunity. Havant was, after all, a moderately prosperous and expanding market town of just over 2,000 people with no surveyor of its own, the nearest being in Chichester, Portsmouth or Fareham. But if there was one particular reason, the most likely was the close proximity of William Padwick. In 1827 Padwick, a local lawyer, had purchased the Lordship of the Manor of Hayling from the Duke of Norfolk for the considerable sum of £38,614 and thereafter tried to recoup his money by ruthlessly extracting every last penny (½p) that he could from all the various rights and privileges that he had acquired with the Lordship, most of which had long since lapsed under the Dukes' lax regime. This involved him in continuous – and very frequently acrimonious – litigation, and, as accurate maps were often essential pieces of evidence in court cases of this nature it would have been extremely useful for Padwick to have a competent surveyor close at hand.

There are unfortunately no surviving maps that Charles alone produced for Padwick (although there are a few that he compiled in collaboration with his brother or that John compiled on his own). But we do get some insight into the professional relationship that the two men must have retained over the years from the report of a court case in 1852.

Ironically this time it was Padwick who was being sued by Charles himself, to recover payment for a number of services he had performed and for which he believed Padwick had not adequately recompensed him. These included drawing up a plan of Havant and travelling all the way to Dorchester to give evidence on Padwick's behalf in yet another of his legal actions.

But if Havant was a good place to set up as a surveyor, 1833 was also a very good time, because there was soon to be a tremendous increase in the demand for a surveyor's services, mainly from two sources: tithe mapping and the railways.

Under the Tithe Commutation Act of 1836 all tithes which had previously been paid in kind were to be converted into cash payments, and in order for these payments to be calculated accurately it was decreed that every parish in the land should be mapped, with the exact area of each landholding measured and its value assessed. A Tithe Commission was set up to supervise this immense undertaking with the intention that it should be carried out by civilian surveyors (as opposed to the military surveyors of the Ordnance Survey) under the strict supervision of the Commission, with every map drawn to a uniform scale of 1 inch to 3 chains (2.5cm to 60m). In the event these criteria were relaxed, and the maps produced varied both in scale and quality, and in some cases even pre-existing maps were used.

Tithe mapping constituted the major part of Charles's work between 1839 and 1843, during which time he surveyed seven parishes: Havant, North Hayling, South Hayling, Farlington, Wymering, Warblington and New Fishbourne (Sussex). The only local parish he did not survey was Bedhampton where a map drawn up just a few years previously was deemed adequate. This was more than most other surveyors employed by the Tithe Commission (who usually did only one or two parishes) produced, although a few were much more prolific. In Hampshire for example the Fareham surveyor James Blackman did 17, whilst Richard Gale of Winchester did no less than 23.

In total Charles surveyed 16,251 acres (6,577 hectares), and if one assumes that he received the average payment from the Tithe Commission of 9d. (3½p) per acre (per 0.4 hectare) he would have earned just over £600 for his work. He probably employed an assistant – he certainly advertised for one in the *Hampshire Telegraph* in 1839 – but he would have been able to claim expenses for him.

Tithe maps were drawn up in triplicate, one copy for the office, one for the parish clerk and one for the bishop of the diocese (EJ Evans and AG Crosby, *Tithes: Maps, Apportionments and the 1836 Act: a guide for local historians*, British Association for Local History, 3rd ed. 1997). Consequently virtually all of them have been preserved – certainly all of Charles's survive and his copies for Havant, North Hayling, Farlington and Warblington are at the County Records

Office. In the case of Havant a further copy was made for Sir George Staunton at Leigh Park and this, too, survives.

The survival rate for his other maps is, however, regrettably low. The three maps that he compiled in his role as an Enclosure Commissioner [considered below] have been preserved, but of his work as a private surveyor I have come across only three instances in the archives. Eventually the 1:2500 Ordnance Survey maps would render the private surveyor virtually redundant, but as these maps did not cover south-east Hampshire until the late 1860s estate work would have formed an important part of Charles's output for some 35 years, and so the great majority of his maps must either have been lost or remain in private hands.

The other major source of work for surveyors in the late 1830s and 1840s was the railways, especially during the so-called 'Railway Mania' of 1844–47 when the demand for surveyors far exceeded supply and all sorts of unqualified – or even unscrupulous – people entered the profession.

Charles had no direct involvement with railway work locally and the only reference I have come across to his connection with railway surveying is an advertisement in the *Hampshire Telegraph* in October 1845 for: *A competent land surveyor to undertake a survey of 20 miles of railway line in Oxfordshire (line already laid out) apply Charles Lewis, Havant.*

Where he might have been employed however was as a Valuer. When a railway company obtained an Act of Parliament giving it permission to construct a line it also acquired powers of compulsory purchase and was, consequently, obliged to pay landowners compensation for any land that it took. So if a local landowner had to negotiate terms with a formidable company like the London, Brighton and South Coast Railway (which extended its line from Chichester to Portsmouth via Havant in 1847 and which often employed the eminent London surveyor, Charles Driver, to do its valuation work then the services of a local surveyor could be invaluable in helping a landowner to obtain a fair price for his land. There is no evidence of Charles doing this in respect of the railways, but he did something very similar regarding the construction of the Palmerston Forts on Portsdown Hill in 1863. In this instance it was the War Office who had the compulsory purchase powers, and when one particular landowner, a Mr Mellersh, disputed the sum he was being offered he called upon Charles as an expert witness when the matter was being decided at Fareham Petty Sessions.

Once his tithe work had been completed in 1843 Charles decided to add an auctioneering business to his surveying work, and he conducted his first auction

at North Hayling in February 1814. Again there was a gap in the market because the Havant area had no specialist auctioneer of its own.

Today we tend to think of auctioneering mainly in terms of art and antiques, but from the late 18th century onwards auctions became an increasingly popular way to dispose of land, buildings and moveable goods, usually of the deceased or bankrupt. In 1788 there were just 14 auctioneers in the whole of Hampshire, but by 1880 that number had risen to 44, and by 1890 there were no less than 100, many of them, like King & King of Portsmouth, very large concerns indeed. This rapid growth meant that most people, like Charles, came into the business from other trades or professions, the most common being cabinet-making and upholstery (presumably because furniture was one of the most common items that auctioneers had to handle).

Auctioneering forms an increasingly important part of Charles's work from the mid-1800s, and although he was never as important as, say, King & King or Frederick Weller of Chichester, he was for 40 years by far the leading auctioneer in Havant and the immediate locality. About 80 per cent of the auctions that he conducted were in Havant, Hayling, Warblington, Bedhampton and Waterlooville, although he did hardly any in Emsworth – at least after the mid-1850s when the firm of Laker's was established there. He also did very little over the border in Sussex, where Laker's and the Chichester auctioneers dominated. In fact most of the rest of his work was in places like Blendworth, Rowlands Castle, Catherington, Denmead and Horndean. In 1868 he did open a branch office in Gosport, but it was quite unable to compete with the many local firms and it closed just a few years later after having done almost no business whatsoever.

Moveable goods (mainly furniture, farm livestock and equipment and the stock in trade of bankrupt businesses) accounted for some 60% of the items he auctioned, land and buildings the rest. The properties were mostly residential villas and cottages, the occasional inn, and, in one instance, a windmill (at Denmead). The land was usually small plots, often for building purposes, sometime whole farms, but rarely sizeable estates. When, for example, the Leigh Park estate came up for auction in 1860 and 1875 it was handled by the big London firm of Fairbrother & Lye. The only exceptions were in 1852, when he handled the sale of the 100 acre (40 hectare) Blendworth House estate, and in 1863 when he was entrusted with the disposal of the 450 acre (182 hectare) Ashton estate in Bishops Waltham. (In 1839 his brother had compiled the

Bishops Waltham tithe map, so perhaps the Lewises had some special connection with the town).

One final field in which he was engaged was as an Enclosure Commissioner. He was responsible for overseeing the enclosure of three small areas on Hayling Island: Stoke Common (1867) North Hayling (1870 and Verner Common (1876), and was also the surveyor for another enclosure at North Hayling in 1840 with Charles Osborn as the commissioner. It is worth noting however, that he was not appointed to handle the enclosure of the remaining common lands in Havant in 1864. This was done by Richard Pink of Hambledon. However this is probably because by far the largest area to be enclosed was Havant Thicket with its sizeable area of woodland, and to assess its value the expertise of a qualified timber surveyor would be required. Pink was such a surveyor; Charles was not. Charles continued working until his death in 1885. True, from 1866 the firm had been known as Lewis & Son, when his son Anthony entered the business at the age of 21, but we know that he continued to be an active partner almost until the end because as late as January 1885 he was the auctioneer appointed by the High Court to sell off a property in East Street, Havant, as part of a legal settlement. And when he did finally pass away, on 18 August the *Hampshire Telegraph* stated that: *Although he was slightly indisposed for some little time his death was rather unexpected.*

He died at the house in West Street where he had lived for over 40 years and which, since 1866, had been known as Horwood House. It stood on the south-east corner of the junction with Brockhampton Road, but was demolished and replaced by a block of flats called Enderleigh House in the 1960s.

He and his wife Martha (who died in 1872) had, in all, twelve children, no fewer than ten of whom were daughters. Their eldest son, Charles, emigrated to Canada and died of typhoid fever in Luther, Ontario, in 1881, aged just 55. Their second son Anthony, as mentioned above, joined his father's business in 1866 and took it over completely in 1885. He became another well-known and popular Havant citizen who involved himself in just about every local activity from the Rifle Volunteers and Ancient Order of Druids to the Cricket and Athletics Clubs. Like his brother, however, he died prematurely, being killed in a shooting accident in the garden of his house in West Street (where Boots is now) in 1893, aged 48.

Although he had married in 1882 his bride had been a 51 year-old widow (who pre-deceased him by just over a year) so there were no children, and with his death the firm of Lewis & Son came to an end.

Of the ten daughters only two married, although they all survived beyond middle age. (The only one whose date of death I have been unable to trace is the second daughter, Mary, but she was certainly recorded on the 1871 census as a 33-year-old spinster living at Horwood House. What becomes of her after this, however, is unclear. Kate, the sixth daughter, married William Colley, a draper from Streatham, and she moved with him to London, while the seventh daughter, Sarah, married Alfred Stent (of the prominent local parchment-making family) and remained in Havant to raise several children. Of these the eldest, Alfred Lewis Stent, is certainly the best known. There is a previous article about him.

Four of the unmarried sisters – Martha, Elizabeth, Dora and Laura – became needlewomen who, in around 1875 went into business making and selling what was variously described as ‘fancy needlework’ or ‘art embroidery’ firstly in Portsmouth then (after circa 1892) in Lewisham in south-east London. At this stage, however, Laura decided to return to Havant where the other sisters – Fanny, Bertha and Emma – seem to have remained all their lives, existing on private incomes and participating in the affairs of the Congregational Church. At least one of the sisters was always resident at Horwood House and the last surviving one, Laura, finally passed away there in 1932.

Charles and his wife together with Martha, Fanny, Emma and Laura, are buried in the Nonconformist area of New Lane cemetery. This has recently been cleared of vegetation and their graves in the far north-east corner are once more visible, although Charles's headstone remains recumbent, the inscription hidden. A rather unfortunate fate for the resting place of one of Havant's leading citizens in the Victorian era.

Appendix

John Theophilus Lewis, the eldest child of John and Barthias, was, like Charles, born in the Kingston district of Portsmouth, less than three months after his parents' marriage at St Mary's Portsea in June 1795. The earliest reference to him that I can find is in 1822, when his name appears among a long list of subscribers to Nathaniel Lipscombe Kentish's ambitious scheme for:

A map of Hampshire to be made upon an entirely new principle, quite original, upon a larger scale than any map of the same extent ever before published,

accompanied by a complete topographical description of the County compiled from the best and latest Authorities.

Advertisement *Hampshire Telegraph* 18 November 1822

Despite the backing of people as eminent as Lord Palmerston, the Duke of Wellington and the Duke of York the project was soon abandoned, but a map of the area around Winchester that Kentish had surveyed was reproduced by lithography and published in 1823. Although the lithographer's name does not appear on the map John must surely have been the man responsible, given that he was the only lithographic printer in the whole of Hampshire at that time.

In 1835 he moved from Winchester, where he had been residing for at least ten years to set up a lithographic printing business in Chichester but he also continued with surveying work. In 1838 he undertook the mapping of the Duke of Bedford's estates in Huntingdonshire and Bedfordshire (he must, presumably, have had some connection with the 6th Duke, who died in 1839 because he had also produced the 5 inches (13cm) to the mile map of the Woburn area in 1831) while in 1839 he compiled the tithe maps for both Selsey and Bishops Waltham.

In 1840 John Theophilus Lewis moved to Southampton where he went into partnership with one James Walker, his pupil, and the advertisement placed in the *Hampshire Telegraph* announcing this fact informs us that he was the son of another James Walker, a solicitor of East Street, Havant.

Lewis & Walker were responsible for the tithe maps for Upper Clatford and Alverstoke (both 1840) and Shanklin (1842). According to Southampton trade directories for the early 1840s they were also timber surveyors, and there are a few advertisements in the local press for John acting as an estate agent and auctioneer. He also issued, in 1843 a map of Southampton, fully coloured, at a scale of 20 inches (50cm) to the mile. That same year his wife Elizabeth (née Lucas) died, and by 1845 he had left Southampton. What becomes of him for the next few years cannot be discovered. (James Walker also vanishes without trace.) On the 1851 census he is recorded at an address in the Bitterne area of Southampton but unfortunately is listed only as a 'visitor'. However in 1854 his death is recorded in Poplar, in the East End of London. He was only 59, and may well have been a victim of the cholera epidemic that was then sweeping the capital. But why might he have been in Poplar? Intriguingly, his profession on the 1851 census is given not as surveyor or lithographer but civil engineer, and if he was still in that line of business three years later he could well have been

engaged in the construction of the nearby Royal Victoria Docks, completed in 1855.

One gets the impression of a multi-talented but restless man who – unlike his brother – could never settle in any one place or pursue any one interest for very long.

George Pratt – Publican and Photographer, 1867–1949

George Pratt was born in 1867 at Chichester and was one of eight children. He was apprenticed to Mr W Malby, a Chichester photographer and often carried Mr Malby's cameras to Goodwood House to photograph members of the Royal Family, including HRH The Prince of Wales. Later he progressed to dark room assistant. In the late 1890s he moved to London as a butler to Sir Robert Turing where he met and married Lucy Rootes, a lady's maid to Sir Robert's sister. Lucy was a relation of the Rootes family of the car group.

George became anaemic and was advised to leave London for a job in the country. His brother told him of a pub available at Havant and in 1897 he and his wife took over the George Inn in North Street. As the business took a time to establish itself, George took a casual job as a waiter at the Masonic Hall in Waterloo Road, while Lucy ran the pub.

At the outbreak of the Boer War George joined the East Surrey Regiment and was involved in the relief of Ladysmith in 1901. After the war he left the army and returned to the life of a publican at the George Inn. He went back to photography again, taking all his photographs outdoors in the garden using a backcloth and with his scullery as a developing room. His love of photography progressed so much that he decided to give up the George Inn in 1915 and open a photographer's shop at No 37 North Street. George Pratt had the shop built by Hobbs Bros, with a daylight studio in the garden, which was a wooden hut with a glass roof which enabled him to take photographs in all weathers. One unusual technique George used was with five position screens and two mirrors, which produced five images simultaneously from different positions.

George's business flourished and his reputation grew, and he was sometimes expected to carry out strange photographic tasks. On one engagement he was asked by the police to take a photograph of an Egyptian Princess, who had died at Hayling, as proof of her death for her family in Egypt. He also had to photograph for identification a tramp who had been found dead. It was probably

through these events that George became an official police photographer during WW2, when he was also a special constable.

He had many interests including fishing and had some of his catches stuffed by Hobson's a saddler and taxidermist of North Street. The stuffed exhibits were often displayed in the George Inn and later at the studio.

George took an active part in the life of Havant and belonged to the British Legion and the Odd Fellows, who used the George Inn as their headquarters. He was an accomplished bowler and belonged to the Havant Bowling Club which met at the Dolphin Hotel in West Street. In 1910 he won a silver rose bowl and the Walker Medal in 1930 and 1932. This medal was presented by John Louis Cheadle Walker, manager of the Empire Kinema in North Street. George Pratt died in 1949.

Nurse Anderson, 1875–1955

A small memorial stone in a corner of Warblington Cemetery bears this inscription: *Faith. Hope. Charity. Nurse Anderson. Faithful Midwife in Havant and District for many years.* Simple words, yet commemorating a lifetime of selfless service and friendship to the people of Havant.

Constance Eugenie Anderson, Licentiate of the Obstetric Society, came to Havant in 1903, at the age of 28 to work with the wonderful trio of family doctors then practising in Havant, Alexander Stewart Norman, Arthur Gedge and George Levick. As district nurse she undertook the nursing and care of all sick persons, from the delivering of new-born infants to the carrying out of the last offices for her patients. Her first case in 1903 was the birth of a baby girl, Elsie, to the wife of Mr Wyeth, coachman to Mr H Young of Glebe Manor. Mr and Mrs Wyeth lived in the first flint cottage in Pook Lane, then in part of the grounds of Glebe Manor.

Nurse Anderson was an outstanding personality, a very fine nurse and a staunch churchwoman; often the townsfolk sought and respected her wise advice and judgement on matters far removed from nursing needs. Old residents recalled that she never hesitated to call 'a spade a spade' and firmly to speak her mind when the occasion demanded!

She lived in East Street at Limes Cottage (now No 42) owned by Dr AS Norman and adjoining The Limes (now No 40); the cottage was probably built for use of the coachman to the occupier of The Limes. Apart from alterations to the front door and lower windows, the appearance remains unchanged. It is of interest to

note that the original well-worn stone front-door step on to the pavement is still in use.

Communications in those early days were simple. When nurse was out, most of the messages for her were left at her distinctive dark-blue front door, which bore a neat brass-plate with her name engraved upon it. On the right hand door-post was a stout bell-pull with a large brass knob, which, when pulled, clanged loudly throughout the house, often accompanied by the barking of nurse's pet Yorkshire Terrier, or, as in later days her Schipperkes (upon which breed she was an acknowledged expert). (Note, that there is a similar bell-pull with brass knob still in use at The Limes adjoining). The left hand door-post held a firm hook from which hung a simple school-type writing slate and slate-pencil suspended by a length of string. Before setting out upon her daily visits nurse wrote upon one side of the slate the list of addresses where she could be contacted, (always there were emergencies to be dealt with), and then on the reverse side, callers wrote their messages for her, often with much labour, spelling queries and squeaking of the slate pencil! It all seemed to work out satisfactorily, and slate and pencil were never known to be missing or damaged. Few Havant folk had not experienced at some time or another, an occasion to use this slow, but very sure method of communication, which was respected by everyone.

Of necessity, a District Nurse needed much physical stamina, for in those days at the early part of the century she had either to walk or cycle long distances to her patients, often across fields and rough cart tracks, in stormy weather, at all hours of the day or night, invariably returning to her home to find an urgent message awaiting her for yet a further call. Nurse Anderson was no exception to this pattern of life, nothing deterred her; no doubt her early days as a skilled horsewoman stood her in good stead. Old Havant residents delight to recall how, once upon a time, on a winter's night in a snow storm, Nurse Anderson set forth riding her heavy upright pedal-bicycle, to attend an expectant mother at an isolated farm cottage near Forestside, as usual clad in her familiar winter outfit of long, thick, navy reefer-coat, close fitting storm cap and heavy leather boots, laced to the knee. All went well until, rounding the curve at Durrants Hill, the bicycle skidded and the bike landed in a snow-drift in the roadside ditch. Fortunately, before long, a passer-by came to the rescue and helped nurse back on to firm ground. A hasty word of thanks, and without more ado, armed with her precious 'black bag', she set off on foot at a steady pace in the darkness across the snow-covered fields to her patient, arriving just in the nick of time!

The family whom she attended were quite unaware of what had happened until sometime afterwards. Such was the dedication of Nurse Anderson.

In St Faith's Church, where Nurse Anderson was a regular worshipper, the seat just inside the north door was reserved for her. Rarely was she able to complete the service, for so often the door would be opened gently, and a beckoning finger would call her away on an 'errand of mercy'. So too, her visits to the recently opened cinema opposite to her home could not be enjoyed undisturbed. (It is said that her favourite films were those in which Maurice Chevalier starred). A complimentary seat was always kept for her use, near the entrance, and frequently, the showing of the film would be interrupted by a familiar 'flash' on the screen: *Nurse Anderson required*, and she would slip quietly away. Occasionally, depending upon the type of film being shown, the audience would give her an appreciative clap as she left.

On summer evenings, her great pleasure was to stroll through the watercress beds pathway to Springlawn meadows accompanied by her dogs. Her tall figure in dove-grey dust coat and shoulder-length grey silk veil edged with white could easily be discerned from a distance. She always wore uniform: few old residents recollect ever seeing her in mufti.

A hobby at which Nurse Anderson excelled, but had so little time to pursue, was needlework, and in particular, the making of little children's clothes, and she was an adept at smocking. Her 'black bag' contained not only medical needs, but always space was found for a little garment in the making, and during waiting times at patients' homes, she placidly sat and stitched. All of these little garments, when completed, quietly and unobtrusively found their way to poor families, often to be worn by the new baby.

In the early 1920s, Nurse Anderson married Mr Wallis of Rowlands Castle. She continued with her nursing while living there for a short period, after which, the couple returned to Limes Cottage and Mr Wallis worked for some time for Pullen and Rose, the local millers, at their Clarke's Mill in West Street. They had no family and he predeceased her.

Nurse Anderson continued to work even after her retirement as district nurse when she was succeeded by Nurse Hooker. For a short time before her 'retirement' she abandoned her bicycle, and rode, rather badly, a Francis Barnett motor cycle, which she kept in the hall of Limes Cottage.

Limes Cottage remained the home of Nurse Anderson for the rest of her life. She was always ready to give help when needed, and during the war, civil

defence personnel living nearby marvelled that upon an air raid warning, she was invariably the first to appear in the street, and they declared that to achieve this she must have surely slept in her equipment, tin-hat, respirator and all!

As the years went on, Nurse Anderson's health deteriorated and she no longer was able to take part in any activities, but derived much pleasure from lying at the window of her sitting-room and acknowledging the passers-by; so many of them once her 'babies' or patients, and who now showed kindnesses to her.

She had a long and trying illness and when she no longer could be cared for in her own home, she was admitted to St James's Hospital, Portsmouth.

In November 1955 a visitor from Havant called at the hospital to enquire after Nurse Anderson, and was shocked to learn that she had died on 7 October 1955, and that, due to the lack of any next-of-kin or responsible person, she had been buried in Milton Cemetery on 12 October 1955. Havant folk were stunned when they realised what had happened. At once, it was agreed unanimously that a Home Office Exhumation Order should be applied for, and that Nurse Anderson's body should be re-interred among the people whom she had served so well. To raise money to cover the expenses, shop keepers placed collecting tins upon their counters, and donations poured in from Havant people in all walks of life. On 18 January 1956 at St Faith's Church, in the presence of a large congregation, a Service of Thanksgiving for the life of Nurse Anderson – born 1875 – died 1955, and for her re-internment in Havant was conducted by the Rector the Reverend PH Duke-Baker, with a member of an old Havant family, Miss Lizzie Pratt, at the organ.

Nurse Anderson was laid to rest in Warblington Cemetery in the grave of her sister, Ella Geraldine Anderson, Queen's Nurse 1906–1932, who died on 30 March 1938.

Footnote.

The writer of this article was brought in to the world by Nurse Anderson at Christmas 1904 weighing 3½lb!

No incubators or such aids in those days, but the babe was covered in fish-oil for some time and made excellent progress and never looked back! (Note: *The house smelt like Billingsgate for some long time afterwards – so I am told!!*).

Banking in Havant

Although a few banks can trace their foundation to the time of Charles II, it was not until the 18th century that scores of banks sprung up throughout the country. They arose in response to the demands of that industrial revolution which was to transform the face of the country and the lives of thousands of its inhabitants. The concentration of new and expanding industries in certain areas called for increased financial facilities, and these the newly formed banks sought to provide. Branch banks were virtually unknown, each bank usually confining its activities to one office, where the proprietors or their manager met clients in a private room while a cashier and a few clerks manned the outer office. Each bank would issue its own notes, individually signed by the proprietor or partners; such notes usually circulating only in the immediate neighbourhood. In London, however, the Bank of England, under the terms of its charter, had a monopoly of issuing notes. Those country banks issuing notes would employ a London bank as agent.

There were several banking crises during the 19th century with a large number of disastrous failures, but it was the second half of the century that saw the massive absorption of so many small banks into a few large institutions. In 1834 the Hampshire Banking Company was founded at Southampton, and within 30 years had absorbed half a dozen private banks within the county and Channel Islands. It continued its policy of expansion and in 1863 opened a branch in Havant – the first bank to be opened in the town and for many years the only one. In the next year branches were opened in Emsworth and Petersfield.

A strong rival, the North Wilts. Banking Company, had been opened in 1835 and by the 1870s had twelve branches. These two banks operating in adjacent counties, joined forces as the Hampshire and North Wilts. Banking Company, in 1877, but within a year had changed its name to the Capital and Counties Bank. Exactly 40 later, in 1918, it was itself absorbed by Lloyds Bank.

Lloyds Bank had its origin as a private bank in Birmingham in 1765. It was in the 27th year of the reign of Queen Elizabeth I (1584) that the Right Honourable John Lumley, Knight, Lord Lumley of Stansted, granted to Humphrey Goodwin, mercer, a piece of land in West Street adjoining the parsonage, and it was on this spot that the Hampshire Banking Company opened its Havant branch in 1863. Twenty years later the first major rebuilding was undertaken from designs by HR Trigg, architect of Hayling Island and further alterations were made in 1912

when the business was moved temporarily to No 20 West Street. Still further additions were made during 1923/4 under the supervision of Mr AE Stallard, architect, during which business was carried on in premises East Street opposite Empire Court. Major reconstruction of the premises in recent years has seen the absorption of the previous Bank House into the business premises, thus ending a centuries old rule that managers should live on the premises. As a further development the building next door, which was the former premises of the National Provincial bank, has been absorbed into the branch. Despite all these structural adaptations the bank still carries on business on its original site after more than 100 years.

The first manager was E Kemp, who was quickly succeeded by William Moody - a well- known local name. He was in charge for a number of years being followed by Peter Mortimore Hooper who was still in charge in 1897. Since then there have been following managers: WH Wintle, RL Chuter, EW Devonshire, CL Waters, Tommy Aplin, G Knox, WG Troda and John Key.

The sign of the Black Horse which appears on every branch of Lloyds, and on every cheque was a sign used in Lombard Street by a 17th-century goldsmith and banker whose business eventually became part of Lloyds Bank.

Havant provides another link with this bank for in 1863, Mr J Bulbeck, proprietor of a large business on the corner of South Street, acted as agent for Messrs Grant Gillman and Long, Bankers of Portsmouth, which later became the Grant and Maddisons Union Banking Company. This bank was absorbed by Lloyds Bank in 1903.

Barclays Bank Limited

It was in 1896 that 20 private banks agreed to join forces in a new joint stock bank under the style of Barclays and Company Ltd, and it is from this modest beginning that the world wide ramifications of Barclays Bank have grown.

These 20 private banks were operating almost entirely in East Anglia, no less than eight of them having close connection with the famous Gurney family and many of their partners being prominent Quakers. Further expansion took place almost at once by the usual method of absorbing other private banks and was maintained until the outbreak of war in 1914. In 1917 the name of the bank was changed to its present title.

Similar means of expansion were being followed by other banks, the number of private banks diminishing inevitably. Among the growing concerns was the

London and Provincial Bank Limited which started in 1864 as the Provincial Banking Corporation and after absorbing a number of other banks changed its name in 1870, its main area of business being outside London.

When the London and South Western Bank Ltd, was formed in 1862 its intention was to establish facilities in south and west England; it found, however, that greater opportunities existed in London's prosperous suburbs where few banks were represented. In spite of initial setbacks and thanks to its capable directors it gradually became a formidable rival in London to its well established competitors, its foreign exchange business being exceptional. In 1917 it reached agreement with one of its keenest rivals, the London and Provincial Bank, but the new bank, the London Provincial and South Western Bank Limited had a brief existence being amalgamated with Barclays Bank in the very next year.

It was in 1907 that Barclays Bank opened its first Branch in Havant; barely 11 years after the bank's foundation. The premises occupied were in North Street and were under the control of a Mr Ernest Trevett. The business evidently prospered for by 1911 the bank had moved into its present premises in East Street, still under Mr Trevett's management. Many will remember Mr Truman who was in charge for many years and was succeeded soon after war ended by Mr Jehan. There followed years of rapid expansion and in 1967 an additional branch was opened in Market Parade.

National Provincial Bank Limited

The origins of this Bank are quite different from those of Lloyds Bank having been launched as a joint stock Bank in 1833 under the title of the National Provincial Bank of England. It was essentially a country bank, having an administrative headquarters in London but no office there open to the public, and so was able to issue its own notes. Its first branch was opened in Gloucester in 1834 followed by one in Brecon the same year; other branches followed in widely dispersed towns. In 1867, a year which saw the failure of several banks, the bank opened its first London office and thus lost its right to issue its own notes. Expansion was maintained by absorbing other country banks but its greatest accession of business came in 1918 by the acquisition of the Union of London and Smith's Bank with its extensive London business. Its name was now changed to National Provincial and Union Bank.

In the 1920s it acquired the capital of Coutts and Co., a West End bank renowned for its aristocratic connections, and also of Grindlay and Co. with its

close association with India. Recently it has joined forces with the Westminster Bank and is familiarly known as the Nat. West Bank.

It opened its Havant branch between the wars on a prominent site at the corner of North Street opposite St Faith's Church. This position had been occupied previously by Weeks, jewellers, and prior to that by the corn store of John Bridger Clarke; in medieval time it was the site of the rectory and here William of Wickham, Bishop of Winchester, stayed with his friend Thomas Aylward, rector, when on his visitations.

The first manager was Mr Arthur Sutton who was well known in Havant, sharing in many of the town's activities.

Westminster Bank Limited

This rather late arrival on the banking scene in Havant was founded in London in 1833 under the name of the London and Westminster Bank and was the first London Joint Stock Bank. The old established private banks were bitterly opposed to the new-style banks and showed great hostility to the newcomers. The Bank of England proved particularly hostile and became involved in protracted law suits against the new bank. But the latter was fortunate in having extremely able directors and senior staff, among the latter being JW Gilbert - still a household word among banking staff. In spite of many early difficulties the bank prospered, its branches being confined almost entirely to the County of London. It found, eventually, what others had found, that further expansion was only possible through amalgamation. In 1864 the old established private bank of Jones Lloyd and Co. was absorbed and a leading article in the *Daily Telegraph* said: *The event is in itself the greatest blow that has ever yet fallen on the system of private banking.* The Surrey, Kent and Sussex Banking Company had been founded in 1836 but soon changed its name to the London and County Banking Company. After many early difficulties it had become so successful that by the 1870s it had more branches in the country than any other bank. It was logical therefore, that in 1909 the London and Westminster Bank with its strength in the London suburbs, and the London and County Bank with its network of country branches should come together to form the London County and Westminster Bank. Other amalgamations followed, notably with Parr's Banking Company Limited in 1918, which was founded in the 18th century as a private bank. A few years earlier a famous west-country bank, Stuckeys Bank, had merged with Parr's Bank and so eventually came into Westminster Bank, now of

course, the Nat. West Bank. The Westminster Bank came to Havant after the last war and opened a branch in East Street. This was a period of rapid expansion in Havant when the character of the small country town was being transformed. With its business expanding the bank found it needed larger premises and moved to its present position in West Street.

Token Money

Although not strictly connected with banking and although falling outside our period, the use of token money deserves a brief mention. These tokens were issued by tradesmen at various times in the absence of sufficient small coin of the realm and usually circulated in a very restricted area. Their variety was endless but they invariably bore the tradesman's name and usually a design of his choice. Only one Havant token seems to be known. It bears the legend 'Thomas Hildrop, Chandler, 1667' and was evidently issued by his son and successor, for Thomas Hildrop's will was proved in 1660. He was a prosperous tradesman and the very extensive inventory of his goods at his death reflects not only the degree of comfort in which he lived but also the very large and varied stock-in-trade carried by a successful merchant at the time.

Havant Trustee Savings Bank

Although the origins and purpose of this bank are quite different from those of the commercial banks, something should be said of its early establishment in Havant. It seems to have been founded as early as 1819 and in its first year had attracted deposits of £980; after 30 years it had 500 depositors on its books. Its first actuary, or manager, was Joseph Richard Cox, a clerk employed by Messrs Clarke and Hellyer and he seems to have conducted business from his home in South Street between 12 noon and 1pm on Mondays only; but his son, in his diary says: *He often sat at his bank books for two or three hours after supper.* By 1855 the office had been moved to North Street and we find that by 1874, JR Cox was also acting as treasurer for the Local Board of Health. He remained actuary of the Trustee Savings Bank for many years and died at an advanced age; his grave stone may still be read in the parish churchyard.

The character of the savings banks has completely changed in recent years and this change is reflected in the new premises opened a few years ago in North Street.

Eventually the bank was taken over by Lloyds Bank.

Walks around Havant

The brief for the *'Making of Havant'* is that it should cover the past 150 years since about 1850, but in writing of walks we are at once involved in footpaths, and footpaths have their beginnings long before 1850. This seems particularly true of Havant.

For, I wonder, did the Roman soldiery, when marching through East Street, see across the open fields the strip of water between Havant and the present North Hayling, and did they walk across these fields to take a closer look? With the tide at its lowest they would have found that, by walking across the mud and a bit of wading perhaps, the shore of Hayling could be reached. At some time since then a hard path has been formed called the Wade Way. This is still in existence though breached in the middle by a dredged channel. Two posts remain in position indicating the path at the Havant end near the Royal Oak public house. Paths thus made across the fields would, one expects, be fairly straight, but now they have twists and turns where footpaths have been altered to suit the erection of buildings, formation of roads and for the railway.

Two paths called Twittens leave East Street, close to each other, one between Nos 42 and 44, and the other between Nos 36 and 38 each divides at the rear of the properties to left and right. (Twitten is a Hampshire word for small narrow footpath between properties).

Walk A

Let us go along East Street and through the Twitten by No 36; as it widens towards the end we see an area where once stood Spring Garden Cottages. The Twitten ran between the six terraced houses which were on the right and their privies (toilets) which stood against the wall to your left. Turning right towards South Street, then left through a Twitten into Grove Road, cross the road to Orchard House, which is a listed building.

From Orchard House a walker at one time would have proceeded by a straight path south to the shore near the Langstone Mill Pond. This was in the days when the site of the present Grove and Orchard roads were pasture and orchard lands farmed by the Softly family. The pathway leading from the East Street Twittens southwards towards the shore passed near the front of the farmhouse - Orchard House. This track is thought to be the site of a pre-Roman trackway which came from the downland north of the town southward passing through the Bear Hotel.

Now one has to proceed westwards to South Street and left down the street passing Hall Place, which was built in 1796, on your right. Continue past Juniper Square (site of the old Havant Rectory) and cross the bypass picking up a path which leads westwards on the south side of the bypass. Proceed at the end of the path into Hamilton Close first left into a cul-de-sac then follow the footpath sign and cross the site of the old Hayling railway line, now without fear of an approaching train, (after the railway was built, the pedestrian taking this route would have crossed the line through swing gates) and continue across the footbridge over the stream. This was the end of the original watercress beds and the continuation of the stream which rises in Lymbourne Road. Carry on through the field and a swing gate (which one has to be fairly slim to accomplish with ease) into Wade Lane and thence to the sea. One can also follow an alternative path to the sea; at the footpath on the Hayling railway site turn right, follow the track, then pick up a turning to the left where a path joins from the north (Longmead Gardens) this path follows the side of the stream and mill pond to Langstone Mill.

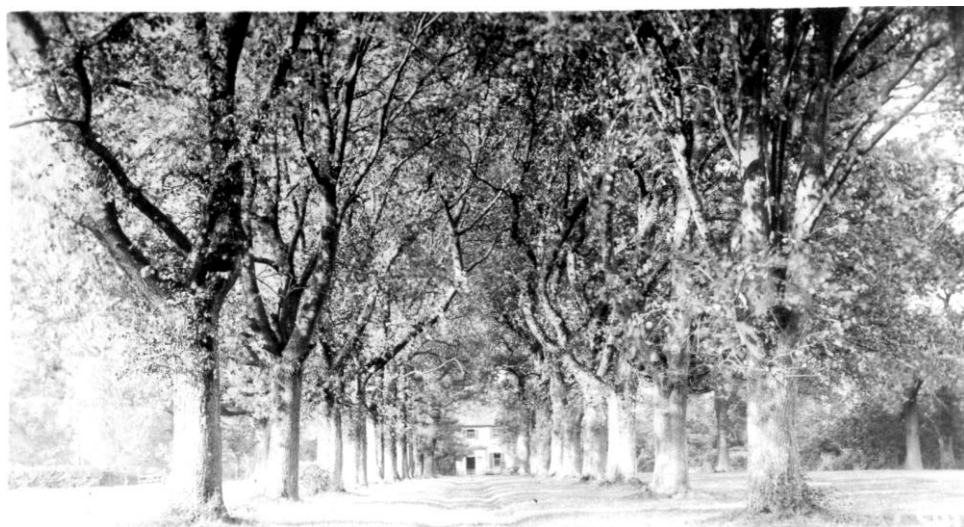
Walk B

For our next walk we start in East Street but this time go down the Twitten by No 44, left at the end, then across Town Hall Road through the passages south of the arts centre. At this point a footbridge was provided to cross the Hayling railway but this has been removed and a path formed. Continue eastwards through the passage to south of Lymbourne Road crossing Wade Court Road and then into Pook Lane.

This track was formerly through the Glebe Manor meadow, once pastureland but now fenced on either side and dividing the garden boundaries of the post-war development of the meadow. Originally a little spring bubbled-up near the 'dead end' of Shawfield Road, and chattered along the narrow pathway and ran into a ditch on the east side of Wade Lane. When this lane was developed (and renamed Wade Court Road) the spring was piped underground and the narrow pathway fenced as it is today. This footpath continued as an unfenced track through the meadows belonging to Warblington Castle Farm but is now lost due to the construction of the bypass.

You now cross the bypass by a footbridge from Pook Lane and from the bridge can be seen remains of the path.

Elegant iron 'kissing-gates' were at either end, one opposite the house Wayside in Pook Lane and the other at Church Lane. The latter can still be found almost completely hidden in the hedge bordering the lane on its west side. This establishes the route of the original track.



The avenue of trees which led to the Rectory.

Walk down the continuation of Pook Lane, turn left past the Old Rectory, then a little further down turn right into Church Lane. On the west side of the road a pair of iron gates can be seen, and they were at the beginning of a lovely avenue of trees which led to Warblington Rectory. On Sundays worshippers walking to Warblington Church always used the private tree-lined drive leading to the Rectory, with the entrance in Pook Lane, and then passed the Rectory itself, going through the long avenue into Church Lane, and so on to church – a happy age-long custom, often referred to as the 'Sabbath right-of-way'. There was a fine old cork tree in the rectory drive and visitors came specially to see it. Warblington Church is well worth a visit, with its gravewatchers' huts. To the north of the church can be seen the remains of Warblington Castle the home of Margaret Pole, Countess of Salisbury, which was dismantled after the Civil War.

To reach the shore one must go through the modern cemetery and across the field.

People from Langstone going to and from Warblington Church would have proceeded between Pook Lane and Wade Lane on the shore pathway – originally

an unfenced track through the meadows of Wade Court Farm. Over the years, considerable coast erosion has occurred. The track and several yards of meadowland have disappeared and the grass track has never again been re-established. On the opposite (east) side of Pook Lane part of the original stile leading to the church footpath can be seen. Warblington was the parish church of Emsworth before St James's was built and the people from Emsworth would have taken the path that runs in a straight line from Nore Barn. This path is shown on an old engraving as a well-used path much wider than it is today.



Pook Lane circa 1910.

Pook Lane is believed to be 15th century and one can imagine smugglers going up and down swinging their lanterns and carrying their contraband. At the north end of the lane earlier this century the Marquis of Tavistock's collection of exotic birds was housed in cages in the south meadow of Warblington House. A favourite Sunday afternoon's walk and a very popular summer pastime of local inhabitants was to see the many species of birds on display. With the development of the Pook Lane estate, the 'bird' meadow eventually became part of Bedford Close.

The area south of the A27 is virtually unchanged from Medieval times, when it was crown land and hunted over. The barn near the church was largely destroyed by fire a few years back, but the section remaining (recently repaired)

is worthy of very careful study – a lovely timber building with a steep pitched roof. Walking across the meadow from the cemetery when the skylarks rise off the grass and soar and sing is very refreshing to people used to town life. The sea has always a different appearance; sometimes grey and misty, sometimes full of colour, and sometimes a lovely blue. Whether the tide is in or out it has charm. The sea birds can be heard calling; the distinctive note of the Cormorant, the 'swish-swish' of flying swans; the Brent geese find a temporary resting place here through the winter. One feels that these features, which are neither industrial nor social but natural, in themselves contribute to the 'Making of Havant'.

This area has been denuded of its Elm trees through Dutch Elm disease but the resulting bareness has opened the view of the medieval group of buildings comprising the church, farm buildings and castle. Where Pook Lane comes out on to the shore are the remains of an old quay.

Notes

Some other paths, many only small sections, are left, giving a hint of the original course. Below we note some of the interesting information which one day may be researched and produce more facts on Havant's history.

One path which was a Twitten, also runs off East Street, and is perhaps the most interesting one. It runs opposite the Bear Hotel. Hidden by a door this Twitten after a short distance is blocked by the wall of a workshop in South Street. In the mid-1800s this path did go through and join up with the other Twittens.

Part of the east wall in the present passage way is composed of squared stones, Tudor bricks and some modern bricks used in repairs. One stone has the date 1672 incised and above this is a moulded stone. It has been suggested that some of these bricks and stones may have come from Warblington Castle, which is of course possible. One wonders why the South Street building was ever allowed to block this Twitten as it would have been a public right of way.

The pathway at the south of St Faith's Church leading from Homewell to South Street, to link up with the other Twittens has, it should be noted, steps up at either end and the pathway itself hugs the walls of Homewell House and garden and the Old House at Home. The path level is thus the same as the churchyard and would appear to have been a short cut through the edge of the burial ground no doubt unfenced.

Wade Lane was so called in its entire length to the shore until the bypass was built when the northern section was renamed Wade Court Road. The narrower part of Wade Lane, that is between Granary Cottage and the sea, was called locally Rose Walk, and by some the Tunnel. Half way down this part of the lane one sees, on the west side a brick wall some 45ft (14m) long and 5-6ft (1.5-1.8m) high in its centre and sloping down at each end to about 3ft (1m) high. This wall retains a huge mound of earth or chalk which follows the contours of the wall. What is it and why was it built? In the earlier decades of the century there was a similar wall and mound on the east side and spanning the two at the high level a bridge constructed with brick arches for support, and balustrading on both sides for protection. This was a cattle-bridge linking the two meadows of Wade Court Farm, and gave cattle from both meadows easy access to and from the milking parlours, avoiding the use of the roadway!

In the 18th century there was a path leading from Havant to Westbourne Church, called Clapgate Path, so called because it crossed Clapgate Fields which are shown on old tithe maps. It started from what is now the corner of Beechworth Road (opposite The Pallant) from there to Fairfield Road and more or less straight to a point near South Leigh Farm where it joined South Leigh Road about 380 yards from the present Horndean crossroads.

The arrival of the railway altered the line of the path near Havant. People walking from Havant used the New Lane level crossing and turned right, walking round the inside of the Waterloo railway line curve to a second level crossing (which disappeared in 1935 with the electrification of the line) and took the realigned path into Fourth Avenue. That part of Fourth Avenue which runs north-east to south-west follows the old alignment. Opposite the end of Fourth Avenue in South Leigh Road is the last few yards remaining of Clapgate path it leads to an estate which has obliterated the rest of it.

The footpaths further west of the town were, perhaps, made by the workers going to the mills. The beginning of the footpath and only cart track leading due west from the end of South Street to the Town Mills, (sometimes called Pullens and sometimes Souch's as he was the Head Miller) can still be discerned by the hedge along the south boundary of Bosmere School, but the rest has been obliterated by the bypass. At one time a path also ran from Souch's Mill across the water meadows to Brookside Road. A path now starts in Solent Road and continues south alongside the supermarket and past the remains of the Town Mill on your left. The brickwork of the water race and the score marks of the mill

wheel are still visible. The path continues between Langstone Technology Park and a stream which runs behind gardens, and then goes along on top of a culvert, passing the site of the old fulling mill, West Mill, and Langstone Mill (Water), and proceeds around the edge of the fields to the water of Langstone Harbour.

The closing of the Havant to Hayling railway has benefited the walker in that a pleasant walk along the original track is now possible from Havant train station all the way to the former Hayling train station (The Hayling Billy Leisure Trail) and on to the sea front. The grass verges also well treed, and the Lymbourne stream flowing for a part of the way, make it a delightful walk. A few seats are provided. From this track one can walk to Wade Lane or the Mill Pond by the routes already mentioned.

Unofficial 'short-cuts' in Havant, used by all the old inhabitants included one from West Street to Elm Lane and the 'Rec' (Recreation Ground as it was originally known), via the Dolphin Hotel side entrance adjoining Davies, Chemist, through the Dolphin Bowling Green to emerge through a tiny gate into Elm Lane. (The Dolphin site is now, of course, the Meridian Centre). Another was from East Street to The Pallant and Fairfield via the coaching gates of the Bear Hotel up through the stable yard (admiring the horses, en route), to emerge by the Church House.

Listed Buildings in Havant

2, East Street Grade II
4 and 6, East Street Grade II
8 and 10, East Street Grade II
13, East Street Grade II
17, East Street Grade II
19, East Street Grade II
21, East Street Grade II
22 and 24, East Street, Grade II
1 and 2, Eastleigh Road Grade II
22, Homewell Grade II
8-14, Langstone High Street, Grade II
16, 17 and 18, Langstone High Street Grade II
1, Prince George Street Grade II
2, Prince George Street Grade II,
4, Prince George Street Grade II

4, 6, 8 and 10, South Street Grade II
 13, South Street Grade II
 18 and 18a, South Street, Grade II
 23, South Street Grade II
 10, Southleigh Road Grade II
 10, The Pallant Grade II
 11, The Pallant Grade II
 13, The Pallant, Grade II
 65, West Street Grade II
 103 and 103a, West Street Grade II
 Barn, Grade II, West of East Leigh Farmhouse, Bartons Road
 Barn and Cowshed, Grade II, East of Leigh Park Farmhouse,
 Barn, 50 Yards North West of Church, Grade II, Church Lane
 Cartshed, Grade II, Adjoining Barn on the East Side, Staunton Country Park
 Church of St Faith, Grade II*, West Street
 Church of St Thomas-A-Becket, Grade I, Warblington
 Denvilles House, Grade II, Emsworth Road
 East Leigh House, Grade II, Bartons Road
 Elmleigh House, Grade II, 19 Leigh Road
 Garden Wall, Gatepiers and Grotto, Grade II, Staunton Country Park
 Gazebo, Grade II, in Car Park, East Pallant
 Gothic Cottage, Grade II, 16 Town Hall Road
 Granary, East of Warblington Castle, Grade II
 Grave Watcher's Hut, North-West of Warblington Church, Grade II
 Grave Watcher's Hut, South-East of Warblington Church, Grade II
 Hall Place, Grade II, 20 South Street
 Homewell Parchment Works, Grade II, Springwell
 K6 Telephone Kiosk (Near St Faith's Church) No 483269, Grade II
 Kingsway House, Grade II, Town Hall Road
 Langstone Hotel, Grade II, 11 Regents Court
 Leigh Park Farmhouse, Grade II, Staunton Country Park
 Leigh Park Mansion Terrace, Grade II, Staunton Country Park
 Magnolia House, Grade II, East Street
 Newnham House, Grade II, South Street
 Orchard House and Outbuilding, Grade II, 8 Grove Road
 Pathway (To the South of the Staunton Memorial), Grade II,

Signal Box at Havant Station, Grade II, 8 New Lane
 Southleigh Park, Clock Tower Building, Grade II, Horndean Road
 Southleigh Park, House, Grade II, Horndean Road
 Southleigh Park, Lodge, Grade II, Horndean Road
 St Faith's Church House, Grade II, The Pallant
 Stable Block, Grade II, Staunton Country Park
 Stable Cottage, Grade II, Staunton Country Park
 The Beacon, Grade II, Staunton Country Park
 The Bear Hotel, Grade II, East Street
 The Black Dog Public House, Including Boundary Walls, Grade II,
 West Street,
 The Gothick Library, Grade II, Staunton Country Park
 The Green Cottage, Grade II, Tower Gardens, Langstone
 The Limes, Grade II, East Street
 The Old House at Home Public House, Grade II, South Street
 The Old Manor House, Grade II, Manor Court, Brockhampton Road
 The Old Mill, Grade II, Langstone
 The Old Mill House, Grade II, Mill Lane
 The Old Rectory, Grade II, Pook Lane
 The Pelham, Grade II, The Pallant
 The Rectory, Boundary Wall and Coachhouse, Grade II, 2 Emsworth Road
 The Robin Hood Public House, Grade II, Homewell
 The Royal Oak Public House, Grade II, 21 Langstone High Street
 The Ship Inn, Grade II, 75 Langstone Road
 The Staunton Memorial, Grade II*, Staunton Country Park
 The Towers, Grade II, Wade Lane
 The War Memorial, Grade II, South Street/West Street
 The White Hart Public House, Grade II, East Street
 Wade Court (Wade Tower East Wing and West Wing), Grade II, Wade Lane
 Warblington Castle Grade II*, 5 Church Lane, Hampshire
 Warblington Castle Cottage Grade II, 5 Church Lane
 Warblington Castle Farmhouse Grade II Church Lane
 Warblington Lodge Grade II, 4 The Gardens
 Warblington Lodge Cottage, Grade II, Green Pond Corner
 Westfield House, Grade II, West Street



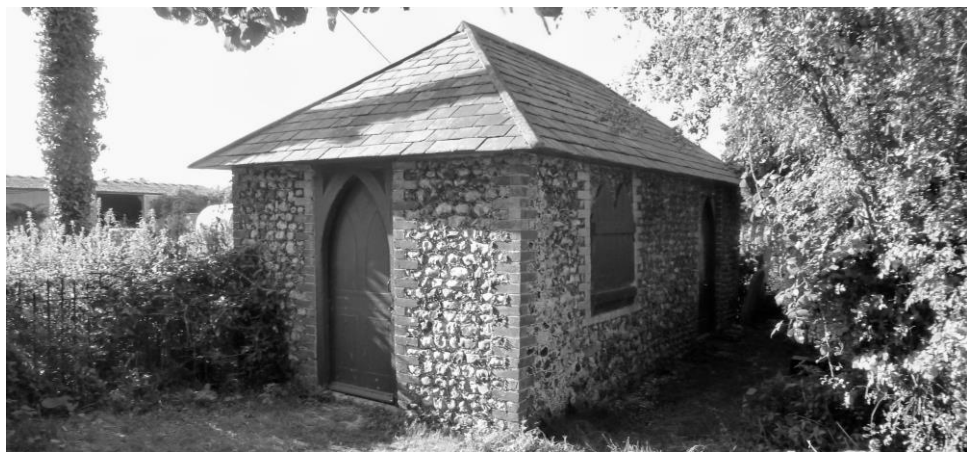
Warblington Church circa 1910. Grade I listed.

Parish Church. Saxon, Transitional (late C12), Early English (C13), C15, restoration of 1859 (by J. H. Ball). The slender central tower is Saxon (a tower above a west porch), but the lowest stage was widened when the chancel (originally the Saxon church) was rebuilt in the C13. The chancel has a north wing (vestry) and the east end, and next to it a shorter C19 transept (above the heating chamber). The comparatively-wide nave has 3 bays, with aisles extending as chapels (each with a piscina) on each side of the tower. The arcade is supported on the north side by drum columns with moulded circular caps and bases, on the south side by octagonal shafts, each with 4 detached Purbeck columns with 'stiff-leaf' caps: the 2 tower arches are C13 and rest on triple attached Purbeck shafts, having moulded caps at the east side and stiff leaf foliage at the west. Above the east wall of the nave can be seen a Saxon doorway, other features of the interior include 2 canopied medieval tombs (each with a recumbent female figure) and several wall monuments. Externally the roof is tiled and the walling is of flint and stone rubble with stone dressings, There are some lancets, but most of the windows are traceried Victorian lights, the aisles having coupled lights within one arch, beneath gables. The north porch is C15, of heavy timber-framing with stone side walls. The tower is crowned with a small shingled broach spire (of 1859).



Gazebo, East Pallant. Grade II listed.

C18. Brick, with a tile roof. 2-storeyed square structure with ogee roof with cap and weathervane, coved plaster eaves. Red brick walls in Flemish bond with blue heads, window to the upper floor on the north side, ground floor arch at the south side. Staircase approach at the east side leads to a plain upper doorway.



Grave Watcher's Hut, Warblington Church. Grade II listed.

Hut in the north-west corner of the churchyard. Early C19. Once square, then extended on the north side. Galletted flint walls with red brick quoins, Gothic arch within a square doorway, coupled lights with pointed heads, set in rectangular flint frame. Boarded door panels within a Gothic frame, shutters to the windows. Hipped slate roof.

For details of all buildings see *Listed Buildings in Havant* on the web.

The Havant Union Workhouse



The Havant Union Workhouse on the corner of West Street and Union Road.

The early history of the Workhouse is obscure. It was definitely in existence by 1776, but it is not until 1800 that we have our first proper account of it. It is described as being a 'far from uncomfortable place' with about 50 inmates, although no work was being required of the able-bodied: *To the detriment of the parish and the encouragement of idleness.*

Fourteen years later Walter Butler found it *a large, old building* housing 44 inmates, though most of them were children. A master and matron, each earning £30 per annum were employed, and by now the able-bodied were set to work either picking oakum (a fibre obtained by unpicking strands of old rope for use to caulk ships' decks) or as farm labourers. Butler also gives details of the inmates' meagre diet, which consisted of bread, cheese and beer for breakfast and supper and meat six days a week for dinner 'alternately hot and cold' except on Thursdays when it was yet more bread and cheese.

The workhouse was almost certainly enlarged, possibly even rebuilt, in 1819, but in 1835 it was expanded yet again when it became the workhouse for the Havant Union, created under the Poor Law Amendment Act of 1834. This Act, the most fundamental reform of the poor law since its creation in 1601, amalgamated groups of parishes, for the purposes of poor relief, into unions,

with each union having just one workhouse. Havant Union comprised the six parishes of Havant itself, Warblington (including Emsworth), North Hayling, South Hayling, Bedhampton and Farlington. The Union Workhouse was to be run by a Board of Guardians elected annually by ratepayers and accountable to a Poor Law Commission in London. The most fundamental reform of poor relief itself was the abolition of 'outdoor' relief for the able bodied; this was the payment in money or in kind. In particular there was to be an end to the Speenhamland System under which, since the 1790s, the wages of labourers could be supplemented from the rates in times of hardship. Henceforth the able-bodied could only seek 'indoor' relief within the workhouse. But in order to ensure that as few as possible sought such relief workhouses were to be run upon the principle of 'less eligibility'. In other words they had to be made less appealing than all but the most wretched conditions beyond their doors. In terms of material living conditions this was impossible, for in the workhouse you were at very least kept fed and clothed. So the workhouse had to be made unappealing in other ways, principally through a regime of discipline and regimentation under which everyone was obliged to wear a workhouse uniform, and privacy of any kind was virtually non-existent. There was also strict segregation between male and female, adult and child, infirm and able-bodied, which meant that families were split up and mothers deprived of their infants. The able-bodied were also set to work, usually upon some deliberately soul-destroying task.

As well as picking oakum many of the able-bodied men would have been employed in the workhouse garden, a field of just over two acres (0.8 hectares) in extent now occupied by the fire station in Park Way. Here vegetables were grown and pigs kept. Most of the able-bodied women would have been detailed to assist in the running of the workhouse by doing the washing and cleaning, and possibly also some needlework.

The only days upon which work was not required were Sundays, Christmas Day and very infrequent 'special' occasions such as a royal wedding or jubilee.

It was often stated that the workhouse had a capacity of 200 inmates but this must surely be an exaggeration for it never held more than about 120 and for most of its existence less than 80. A high proportion of them would invariably be the elderly. Children always formed a much smaller proportion of the workhouse population. Up to the mid-1850s a resident schoolmaster and schoolmistress were employed to provide them with a very basic education, but thereafter they

were sent to the local elementary schools. An annual summer outing would also be arranged for them. In the early years it was usually to Sir George Staunton's Leigh Park estate. In the 1850s and 60s it was frequently Purbrook Park, the seat of the guardians' chairman, Sir John Deverill. Later in the century it was usually a trip to the beach at Hayling.

In the winter of 1838/9 the Havant Union faced its first crisis when, after a disastrous harvest the price of bread rose steeply and distress was widespread. By December 1838 even the newly-enlarged workhouse was full and so the guardians took the momentous step of re-introducing the old Speenhamland allowances. They seem to have been the only Union in the country to do so, and their decision was reported not only in the national press but in provincial newspapers as far afield as Manchester and Leeds. It also soon attracted the wrath of the Poor Law Commission, but the guardians, under the chairmanship of John Barton (who was an economist and an intellectual figure of some note) stood firm and continued to pay allowances throughout the winter.

In November 1850 the Havant Workhouse made national news yet again when a sensational report appeared in *The Times* newspaper and elsewhere of an alleged attempt to burn the building down by a 17-year-old girl *of incorrigible bad conduct* named Elisa Kill. At her trial at Winchester Assizes the following March, however, it emerged that the fire – which had barely begun to smoulder before being rapidly extinguished and had endangered nobody – had been nothing more than a malicious prank played upon a fellow inmate. Consequently the jury found her not guilty of arson, thus sparing her a very lengthy prison sentence.

The master and matron at this time were Edward and Mary Ann Fry. They remained until 1857 when they resigned after allegations were made (although never substantiated) that Mrs Fry had 'ill-used' some of the girls in her charge. They were replaced by James and Ann Weeks who were to be master and matron for the next 24 years.

Mains water supply came to the workhouse, like the rest of Havant, in 1871. Previously they had had to rely upon a well which had been sunk in 1856.

The most significant addition to the workhouse in the next few years was the creation of an Isolation Hospital for smallpox and other infectious disease cases in 1880. (Previously paupers contracting such diseases had been kept at a Pest House at Stockheath.) It was built upon a piece of land adjoining the workhouse garden that the guardians had purchased in 1877. But just 13 years after its

erection – at a cost of £1,000 – it was handed over to the newly-created Havant Joint Hospital Board who immediately took the decision to abandon it and build a brand new fever hospital, at a cost of £2,000 nearby, with a permanent nursing staff which the workhouse hospital did not have. In fact the workhouse did not employ a nurse, even for its own infirmary, until 1882.

Since the 1840s, however, there had been a salaried medical officer responsible for the workhouse sick, and for over 50 years this post was filled by Dr William Bannister. He eventually retired in 1900 at the age of 78 to be replaced by Dr AJ Norman who in turn remained until 1928.

Following the retirement of Mr and Mrs Weeks as master and matron in 1881 there was some controversy over their successors, Alfred and Mary Collins, who lasted barely a year before resigning. However it was subsequently alleged that they had been harassed out of their jobs by some of the guardians because Mrs Collins was an Irish Roman Catholic. They were replaced by John and Grace Horril in December 1882.

In 1893 a new mortuary was erected in the workhouse garden. It included a dissection room for the conducting of autopsies although for some years it remained without a mains water supply of its own. A part of its wall survives incorporated into a later building.

Other improvements – most of which seem to have been long overdue – occurred in the 1890s, the most significant being the erection of a new casual ward (for the reception of vagrants) on a piece of land adjoining the east end of the workhouse in West Street in 1898. Vagrants, who were admitted only if they had no money to pay for lodgings, were given a bath and a bed for the night and were not supposed to be released the following morning until they had completed a task of work, although at Havant this does not always seem to have been required.

After the departure of Mr and Mrs Horril in 1897 two more couples briefly took up the posts of master and matron until the appointment of Henry and Aurelia Ripp in 1900. They were to remain in charge until 1929.

In the early 20th century the poor law in general and the workhouse in particular declined in importance with measures such as old age pensions (introduced in 1908) and national insurance (1911) providing alternative means of alleviating hardship. Consequently the number of inmates in workhouses began to decline and during WW1 fell sharply because of the virtual elimination of unemployment. By 1918 the number of inmates at Havant had reached the

unprecedentedly low average of around 40, and even this was boosted by taking in inmates from elsewhere (e.g. East Preston Workhouse in East Sussex when that was requisitioned as a military hospital). Such was the reduction in their workload that in 1916 the guardians decided to meet only once every four weeks instead of, as previously, once a fortnight.

After 1915 it was also decreed that no child over the age of three (unless sick) should remain in a workhouse for more than six weeks. If orphaned they should either be found foster homes or sent to an orphanage. One such institution, the Shirley Schools near Croydon, received a number of children from Havant workhouse in the 1910s and 20s.

By the late 1920s the decision had been made to abolish boards of Guardians and transfer the administration of all poor law relief, including workhouses, to county councils. Consequently in April 1930 the Havant Union ceased to exist and responsibility for the workhouse passed to the Gosport Area Public Relief Committee of the Hampshire County Council.

By now the number of inmates had fallen yet again, reaching an all-time low of 27 in June 1929.

Once under county council control its days were numbered. It was found to be the most costly workhouse in the county to run and the majority of its buildings were 100-years-old or more and in urgent need of repair. It was simply uneconomic to maintain it. The casual wards were shut in March 1935 and the entire workhouse was closed in May 1936, with the remaining inmates transferred to St Christopher's at Fareham.

The workhouse remained standing until 1947. Thereafter the site underwent a variety of uses, including a civil defence headquarters and a health clinic. Eventually a block flats were built there; they were named Longcroft after the family of solicitors who had been the Havant Union's clerks for almost its entire existence.

A plaque on the wall at the corner of West Street and Union Road is now the only indication that the workhouse ever stood there.

For a fuller account of the Havant Union Workhouse see
Havant History Booklet No. 46



The Workhouse was demolished in 1947. The former police station and court room can be seen behind. *Photo The News.*



Not Havant, but a typical view of Workhouse inmates.

In the Workhouse – Christmas Day

George Robert Sims



George Robert Sims

George Robert Sims was a Fleet Street journalist, and when he wrote this poem in 1903 it was immediately acclaimed throughout the English speaking world.

It is a rich, ripe slice of Edwardian melodrama. But Sims wrote it as a ballad of protest, presenting a heart-breaking picture of life as lived by what they called 'the lower orders' at the turn of the century.

It is Christmas Day in the workhouse,
And the cold, bare walls are bright
With garlands of green and holly,
And the place is a pleasant sight;
For with clean-washed hands and faces,
In a long and hungry line
The paupers sit at the table,
For this is the hour they dine.

And the guardians and their ladies,
Although the wind is east,
Have come in their furs and wrappers,
To watch their charges feast;
To smile and be condescending,
Put pudding on pauper plates.
To be hosts at the workhouse banquet
They've paid for – with the rates.

Oh, the paupers are meek and lowly
With their "Thank'ee kindly, mum's!"
So long as they fill their stomachs,
What matter it whence it comes!
But one of the old men mutters,
And pushes his plate aside:
"Great God!" he cries, "but it chokes me!
For this is the day she died!"

The guardians gazed in horror,
The master's face went white;
"Did a pauper refuse the pudding?"
"Could their ears believe aright?"
Then the ladies clutched their husbands,
Thinking the man would die,
Struck by a bolt, or something,
By the outraged One on high.

But the pauper sat for a moment,
Then rose 'mid silence grim,
For the others had ceased to chatter
And trembled in every limb.
He looked at the guardians' ladies,
Then, eyeing their lords, he said,
"I eat not the food of villains
Whose hands are foul and red:

"Whose victims cry for vengeance
From their dark, unhallowed graves."
"He's drunk!" said the workhouse master,
"Or else he's mad and raves."
"Not drunk or mad," cried the pauper,
"But only a haunted beast,
Who, torn by the hounds and mangled,
Declines the vulture's feast.

"I care not a curse for the guardians,
And I won't be dragged away;
Just let me have the fit out,
It's only on Christmas Day
That the black past comes to goad me,
And prey on my burning brain;
I'll tell you the rest in a whisper –
I swear I won't shout again.

"Keep your hands off me, curse you!
Hear me right out to the end.
You come here to see how paupers
The season of Christmas spend;
You come here to watch us feeding,
As they watched the captured beast.
Here's why a penniless pauper
Spits on your paltry feast.

"Do you think I will take your bounty,
And let you smile and think
You're doing a noble action
With the parish's meat and drink?
Where is my wife, you traitors –
The poor old wife you slew?
Yes, by the God above me,
My Nance was killed by you!

'Last winter my wife lay dying,
Starved in a filthy den;
I had never been to the parish –
I came to the parish then.
I swallowed my pride in coming,
For ere the ruin came,
I held up my head as a trader,
And I bore a spotless name.

"I came to the parish, craving
Bread for a starving wife,
Bread for the woman who'd loved me
Through fifty years of life;
And what do you think they told me,
Mocking my awful grief,
That 'the House' was open to us,
But they wouldn't give 'out relief'.

"I slunk to the filthy alley –
'Twas a cold, raw Christmas Eve –
And the bakers' shops were open,
Tempting a man to thieve;
But I clenched my fists together,
Holding my head awry,
So I came to her empty-handed
And mournfully told her why.

"Then I told her the house was open;
She had heard of the ways of that,
For her bloodless cheeks went crimson,
and up in her rags she sat,
Crying, 'Bide the Christmas here, John,
We've never had one apart;
I think I can bear the hunger –
The other would break my heart.'

"All through that eve I watched her,
Holding her hand in mine,
Praying the Lord and weeping,
Till my lips were salt as brine;
I asked her once if she hungered,
And as she answered 'No' ,
T'he moon shone in at the window,
Set in a wreath of snow.

"Then the room was bathed in glory,
And I saw in my darling's eyes
The faraway look of wonder
That comes when the spirit flies;
And her lips were parched and parted,
And her reason came and went.
For she raved of our home in Devon,
Where our happiest years were spent.

"And the accents, long forgotten,
Came back to the tongue once more.
For she talked like the country lassie
I woo'd by the Devon shore;
Then she rose to her feet and trembled,
And fell on the rags and moaned,
And, 'Give me a crust – I'm famished –
For the love of God!' she groaned.

"I rushed from the room like a madman
And flew to the workhouse gate,
Crying, 'Food for a dying woman!'
And the answer came, 'Too late.'
They drove me away with curses;
Then I fought with a dog in the street
And tore from the mongrel's clutches
A crust he was trying to eat.

"Back through the filthy byways!
Back through the trampled slush!
Up to the crazy garret,
Wrapped in an awful hush;
My heart sank down at the threshold,
And I paused with a sudden thrill.
For there, in the silv'ry moonlight,
My Nance lay, cold and still.

"Up to the blackened ceiling,
The sunken eyes were cast –
I knew on those lips, all bloodless,
My name had been the last;
She called for her absent husband –
O God! had I but known! –
Had called in vain, and, in anguish,
Had died in that den – alone.

"Yes, there, in a land of plenty,
Lay a loving woman dead,
Cruelly starved and murdered
for a loaf of the parish bread;
At yonder gate, last Christmas,
I craved for a human life,
You, who would feed us paupers,
What of my murdered wife!"

"There, get ye gone to your dinners,
Don't mind me in the least,
Think of the happy paupers
Eating your Christmas feast;
And when you recount their blessings
In your smug parochial way,
Say what you did for me, too,
Only last Christmas Day."



Christmas Day in the workhouse.

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The Havant Union Workhouse bell in Havant Museum.

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